

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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WEATHER FORECAST
FINE
Barometer 30.21

December 2, 1913, Temperature a.m. 58, p.m. 68
Humidity " 65, " 53

December 2, 1913, Temperature a.m. 58, p.m. 58,
Humidity " 92, " 87.

9,264 晚六初月一十年丑癸

WEDNESDAY, DECEMBER 3, 1913.

三拜禮 號廿月二十年亥癸

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SINGLE COPY, 10 CENTS

INDIANS IN AFRICA.

HOW THE TROUBLES DEVELOPED.

BLUE BOOK GIVES POINTS OF DESPATCHES.

[Reuter's Service To The "Telegraph."]

London, Received December 2.
Commenting on the South African troubles, the *Daily Telegraph* emphasises the impossibility of anything resembling pressure such as could be used towards foreign nationalities. If the members of the family were to remain a family they must compose their differences by means of persuasion and mediation, not dictatorial methods implying a menace. It was glad that Lord Crewe emphasised this, and felt confident that General Botha and his colleagues will fully recognise the importance of the suggested inquiry—not being merely official.

An Imperial Matter.
The *Daily News* emphasises the Imperial character of the question, and says that the inquiry should be an Imperial one in the fullest sense of the word. It was impossible to ignore or altogether condemn the strong prejudice of South African opinion. It was a perfectly honest opinion based upon certain facts which were fatal, at least to some of the very large demands made by the Indians yesterday. Compromise, therefore, was the only course possible, and the administration of such compromise should be placed in the hands of the Union Government, with the assurance that it would not be allowed to slip back into local control at Natal, the weakness whereof was the kernel of all the trouble.

South Africa's Duty.
The *Daily Mail* says that Lord Crewe rightly deprecated the tone of menace, but it was to be hoped that South Africa would have sufficient regard for the British position in India to do something to allay the feeling of injustice there.
The *Daily Graphic* states that Sir M. M. Bhowaggee's contention that the Crown should secure to British Indians the rights of British citizenship throughout the Empire, wherever they were admitted, is unchallengeable. There are limits to the theory of Colonial irresponsibility, called self-government. This was not a Colonial but an Imperial matter, and the Union Government must not allow the racial prejudices of sections of the population to outweigh the interest of the whole Empire.

Canada Concerned.

London, Received December 3.
The Indian question is becoming a matter of grave concern to Canada. The case in which a Judge recently granted a writ of Habeas Corpus in regard to the deported Hindu priest who was forcibly put on board a steamer bound for Hongkong, has been followed by a finding by the Chief Justice that Indians can only be excluded for idiosyncrasy, diseases, or mendacity, in a similar manner to other Britishers.

The decisions are not relished by British Columbia, where exclusion is strongly favoured. Consequently, it seems certain that new legislation will be demanded to regulate the influx of Orientals. It is noteworthy that every constituency in British Columbia supports the Borden Government, which has a delicate task in adjusting local feeling to Imperial considerations.

An Important Blue Book.
A Blue Book has been published dealing with the questions of the Indians in South Africa, covering the period from July 3 to November 29. It does not include correspondence with the Indian Government, but Mr. Harcourt's despatches to South Africa contain frequent references to the representations of the Indian Government, showing the latter's solicitude for the Indians and its anxiety regarding the situation as it developed.

The Government of India on July 3 drew the attention of Lord Crewe to the probable effect of the amendment of the clause in the Immigration Bill with reference to the admission of wives, by the insertion of the word "monogamous" before "marriage," and asked whether this was to be regarded as overriding the undertaking given by Mr. Fischer that notwithstanding the judgment in the Esop case, the Government would admit one wife per man, even though married by a custom recognising polygamous marriages. Mr. Harcourt re-transmitted the above to Lord Gladstone on August 8, adding that, while he relied on Mr. Fischer's assurance, he would be glad to receive an assurance that the amendment did not affect it.

Lord Gladstone on September 29 replied that the Union Government were fully prepared to carry out Mr. Fischer's promise, but this assurance was subject to a reservation that if the threats of passive resistance were carried out the Government would reconsider its policy in not making any concessions whatever outside the provisions of the existing law. Mr. Harcourt cabled on September 10 that his earnest hope that ill-considered action by a small number of Indians would not induce the Union Government to abandon a liberal policy in reference to the entrance of wives.

The Colonial Office, replying to the South Africa British Indian Committee on October 22, stated that the exclusion of the woman Kalamibibi was no breach of Mr. Fischer's undertaking. She was excluded on the ground that her husband was previously married to another woman in Natal. In another despatch Mr. Harcourt assures the Indians that they can rely on the Minister's pledge to the letter.

The despatches mainly report the progress of the passive resistance movement, the protest meetings held by Indians, as well as a long correspondence by Mr. Ghandi with Mr. Gorges, the Secretary of Interior in Natal, in a final effort to secure a satisfactory settlement.

On November 18 Lord Crewe sent to Mr. Harcourt copies of unofficial telegrams received by the India Office from India, which are not printed, and added that he viewed with the gravest concern the impression produced in India by the allegations that Indians had been treated with great severity. He asked for an authoritative statement, and Lord Gladstone replied giving details of the arrests, sentences, etc.

Replying to an enquiry from Mr. Harcourt with reference to some of the heavier sentences, Lord Gladstone stated on November 26 that it appears that the magistrate at Newcastle sentenced 127 unindentured labourers to fines of £5, or six months' imprisonment, for offences for which the maximum penalty was three months' hard labour, and steps were being taken to remit the excess sentences.

The London Moslem League wrote to Mr. Harcourt on November 24 calling attention to the gravity of the situation, and appealing to him to urge on the Union Government the necessity of immediate remedial measures and to direct independent investigation into the grievances. Mr. Harcourt replied on the 29th that the League did not appear to be fully or accurately informed on the situation and that open defiance of the law by Indians in South Africa had embarrassed him in the continuance of his representations to aid consultation with the Government of the Union.

TELEGRAMS.

BURNS MANUSCRIPTS. SECURED FOR SCOTLAND.

[Reuter's Service To The "Telegraph."]

London, Received December 3.
Reuter's correspondent at New York states that at a dinner held on St. Andrew's Day, Mr. John Gribbel, a big manufacturer and a collector of manuscripts, suddenly rose and announced that he had bought from a Philadelphia dealer the famous Burns Glen Riddell manuscripts and that he would present them to Scotland.

The announcement was received amid deafening enthusiasm, and thereupon Mr. Gribbel produced two quarto volumes of the manuscripts and was given another ovation.

[Mr. John Gribbel, who was born at Hudson City in 1858, was admitted into partnership in the firm of John Gribbel and Co. in 1892 and has been proprietor of the business since 1892. He is prominently identified with several big gas companies, and is a director of banking companies, and is prominently connected with several theological institutions. He owns a valuable collection of American historical documents and historical letters, as well as of English and French 17th and 18th century engravings and rare books of the 15th, 16th, 17th and 18th centuries.]

MESSAGE TO CONGRESS.

PRESIDENT WILSON ON THE OUTLOOK.

London, Received December 3.

President Wilson in his Message to Congress declared that there was only one cloud on the horizon—that overhanging Mexico. There could be no certain peace for America until President Huerta had surrendered. He affirmed that President Huerta was becoming completely isolated, every day his power and prestige were crumbling, and the collapse was not far away. He affirmed that the United States was the champion and friend of the Constitutional Government because in no other way could their neighbours work out their own development in peace and liberty. He believed that America would not be obliged to alter her policy of watchful waiting, and when the end came they would see constitutional government and order restored.

Turning to domestic affairs, President Wilson urged the speedy reform of the banking and currency system.

BRITISH AVIATION.

OFFICER SLIGHTLY INJURED.

London, Received December 3.

Captain Lushington, Commander of the Naval Wing of the Aviation Corps, called at Eastchurch, owing to a biplane accident. Captain Fawcett, who was piloting the aeroplane, was slightly injured.

Mr. Winston Churchill made several flights with Captain Lushington on Saturday, and the First Lord of the Admiralty himself piloted the machine on one flight.

OBITUARY.

A FAMOUS RACE-HORSE OWNER.

London, Received December 3.
The death is announced of Mr. Stedall, the well-known race-horse owner.

TELEGRAMS.

THE DAVIS CUP.

AUSTRALIA DETERMINED.

[Reuter's Service To The "Telegraph."]

London, Received December 2.
Reuter's Melbourne correspondent says Australia is preparing for a determined effort to recover the Davis Lawn Tennis Cup. Norman Brookes and Daniepe are going through Europe to compete in the European and British tournaments. Wilding is also willing to play for the Cup.

MEXICAN AFFAIRS.

IMPORTANT TOWN EVACUATED

London, Received December 3.

Mexican rebel advisers report that the Federal troops have evacuated the important town of Chihuahua, food and water being exhausted. The rebels are now marching thither with the view to an advance upon Mexico City.

NO CHEAP CAPITAL.

Why Money Is So Hard to Borrow.

There seems no hope of cheap capital in any near future, says the *Daily Chronicle*, in an important article. It is a serious thing for the State and for municipalities in this country. Land, purchase, housing, transit and power developments, canals, or reforestation—all these depend closely on cheap capital, without which all must be hampered and some made quite impossible. The financial difficulties over Irish land purchase are only a foretaste, we fear, of what may be experienced in almost every province of constructive statesmanship. The situation is one in great measure beyond the control of governments; but it is obvious that the preservation of world's peace and a slackening in the race of armaments are essential in order to mitigate the worst extremities with which we are threatened.

The *Chronicle* then points out the failure of certain Colonial loans, and explains why capital is so short and hard to get.

The failure of the recent New Zealand Government loan (92 per cent of which was left with the underwriters) is only the latest example of a tendency which has been gathering force for some time. The underwriters concerned in the issue of Colonial loans have agreed (as they temporarily agreed three months ago) that for the present they will issue no more. The fact is, they cannot, so loaded are they with scrip left on their hands.

What is the explanation of this attitude on the part of the public, which ten years ago would have jumped at such terms as have lately been offered, and twenty years ago would have thought them incredible? There are no doubt some more or less temporary causes—a not unfounded conviction that the Dominions are over-borrowing, and an unusual absorption of capital in home industry consequent on the trade boom.

World's Demand for Capital.
If the Dominions resort to economy and if the trade boom subsides, conditions may in a year or two be somewhat eased for the Colonial borrower. But the main explanation is not a temporary one, and is not confined to Colonial as contrasted with home issues, nor to Government investments as opposed to industrial. It is to be sought rather in the world-wide phenomenon which Lord Milner the other day called the "scramble for capital." The world's demand for capital seems steadily and even rapidly rising.

TELEGRAMS.

THE ALSACE TROUBLES.

PATROLS JEERED AT.

[Reuter's Service To The "Telegraph."]

London, Received December 2.
Two youths were arrested at Zabern yesterday for laughing at the patrols, and another for singing. The conflict between the civil and military authorities is sharper than ever.

Another Affair.

London, Received December 3.
Another unpleasant affair between the military and civilians is reported from Dettweiler, near Zabern. The Lieutenant who in addressing his men referred to them as "Alsation vagabonds," and who is named Foerster, was leading a party of his men, when he was recognised and jeered at by the civilians. Thereupon Lieut. Foerster drew his sword and sabred a lame shoemaker in the head, injuring him badly.

In relation to the available supply, and the rates of interest normally expected and obtained by investors are rising also.

The accumulation of capital in this country does not mean a cheapened supply of it, because it has to meet not only a home demand but a world-demand, and the world-demand is outrunning the world-supply. Certain artificial barriers restricted this tendency, notably the Trusts Act; but the addition of Colonial securities to the list of those in which trustees may invest went far to break this down. To-day there is (in addition to our own trade boom, which occupies profitably an utterly unprecedented amount of British capital) an enormous demand for capital from half a dozen "new" countries which are undergoing rapid development, including not only our principal Dominions, but Argentina and Brazil, to which must now be added Russia.

War and Armaments.
The demand is not only from State Governments, but from municipalities; and not only from municipalities, but from public utility companies and industrial enterprises of numberless kinds. It is practically all met from only three sources—France, Great Britain, and the Low Countries (Germany and the United States having still enough to do to find their own capital, without exporting much elsewhere). It is remarkable, on the whole, that these three sources succeed in financing the rest of the world so well as they do; but it is not surprising that the strain is so.

A great addition to the strain is the vast increase during the last decade of the world's expenditure on war and armaments. The War, the Russo-Japanese War, and latterly the Tripolitan War, and the two Balkan Wars, have meant the non-reproductive expenditure of enormous capital sums. These, of course, are usually borrowed from the great banks in the course of a war; and at the end of it the financial situation remains very abnormal until loans have been successfully floated to pay them off. All the Balkan combatants were financed in the main from Paris; and the bankers of that centre, the greatest international leading centre in the world, are at present considerably embarrassed. Unhappily the Balkan war was not only very costly in themselves, but have left costly legacies.

The additional yearly expenditure on armaments, which they have caused the various Powers to initiate this year, must reach a total in the neighbourhood of 50 millions; while the immediate strain, for the first few years, is far heavier. Nor do we see a limit to the process, which powerfully contributes to make capital dearer.

TELEGRAMS.

THE FRENCH LOAN.

FIGURE AGREED TO.

[Reuter's Service To The "Telegraph."]

London, Received December 2.
Reuter's Paris correspondent says the Chamber has agreed that £52,000,000 shall be the amount of the loan.

CLAIMED THEIR WAGES.

Hotel Boys Charged with Leaving without Notice.

At the Police Court, this afternoon three boys were summoned by F. Reichmann, Grand Hotel, for leaving his employ without giving notice, and there was a cross summons against the plaintiff in the first case for two months wages said to be due to each of the boys.

Mr. Dixon, of Messrs Wilkinson and Grist, appeared for F. Reichmann, and Mr. Russ, of Messrs Goldring and Russ, appeared for the boys. Mr. Dixon said the plaintiff had issued summonses against three of his servants for leaving without notice and they had retorted by issuing a cross-summons against his client claiming a month's wages in lieu of notice and a month's wages due to them on the date of leaving.

His Worship: What is the question I have to try?
Mr. Dixon:—We say they left us without notice and they say we dismissed them.

His Worship:—That is the only point I have to decide?
Mr. Dixon:—Yes. I ask your Worship to take advantage of this session and forsit the wages due to them. We ask for no damages.

His Worship:—We will wait for that. (To Mr. Russ) Do you admit that?

Mr. Russ:—I think that is substantially the position your Worship. The question is whether they were dismissed or whether they left.

F. Reichmann said that on November 7, he saw the first defendant in the kitchen about 10-30 p.m. Plaintiff's wife was with him at the time. Plaintiff put on a special watchman and he told him to watch the first defendant who, plaintiff believed, was stealing things. Plaintiff watched the second defendant from the billiard room. He came out of the kitchen with the dining room keys which should have been in the office by then. The second defendant went out on the verandah looking for the watchman. Plaintiff asked him what he was doing with the keys and he was "dab-bargastad" and then replied "I just looked up the dining room doors." These should have been locked an hour previously. Plaintiff asked first defendant if he had not stolen mutton, snipe, etc. He admitted stealing snipe and rice. Plaintiff said he would bring in the police the next day to investigate the matter. When plaintiff came down next morning he found the place "upside down." There were only two boys there and the defendants were missing. He saw the defendants a few days afterwards. He asked them why they left as he had given them no notice, and asked them what they wanted. They said they wanted their wages. Plaintiff asked why they had not given a month's notice, and all three defendants replied "maskee, we want our wages."

He told them they would not get any wages. About six days afterwards, on the Sunday morning, the second and third defendants came on to the verandah of the hotel to see him. He asked what they wanted. His Chinese clerk was called upon to interpret what was said. The case was proceeding as we went to press.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED

Press comment on the African problem is given to-day.

The well-known race-horse owner Mr. Stedall is dead.

Australia is preparing to make a determined effort to recover the Davis Lawn Tennis Cup.

The French Chamber has agreed upon fifty-two million sterling as the amount of the loan.

The main features of President Wilson's Message to Congress are given in a telegram to-day.

Mr. Winston Churchill made several aviation flights on Saturday, himself piloting the machine on one flight.

Two youths has been arrested by the military authorities at Zabern for laughing at the patrols and another for singing.

The famous Burns Glen Riddell manuscripts have been bought by Mr. John Gribbel and are to be presented to Scotland.

The Indian question is becoming a matter of grave concern to Canada in view of recent rulings regarding exclusion of Orientals.

A Blue Book has been issued dealing with the troubles in Natal, giving the main points of official despatches on the developments.

The Mexican Federal troops are reported to have evacuated Chihuahua, and the rebels are now contemplating a march on Mexico City.

NEWS

General News appears on page 3, Log Book on page 6, and Commercial on page 9.

Another dead body, a victim of the recent disaster, was taken from the harbour yesterday.

Cheeky.

A Chinese not only returned from banishment, but also stole two pieces of clothing. At the Police Court, this morning, he was sentenced to twelve months' imprisonment and four hours' stocks for retarding from banishment, and to a further six weeks with hard labour for the larceny of the clothing.

Street Clock.

Quite an artistic and useful addition is being made to the Post Office corner in Des Voeux Road by the erection of a street clock in the middle of the thoroughfare, by the Hongkong Electric Tramway Company. At present only the case has been fixed to an iron standard, but this has been admirably chosen for convenience and effect. The clock will have two faces, both of which will be illuminated at night and will undoubtedly fill the demand for a timepiece at this important point in the city.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

Sale of Household Furniture
G. P. Lammer's Sale Room—2.30 p.m.

Hongkong and South China Steam Fisheries Co. Extraordinary General meeting, 12.15 p.m.

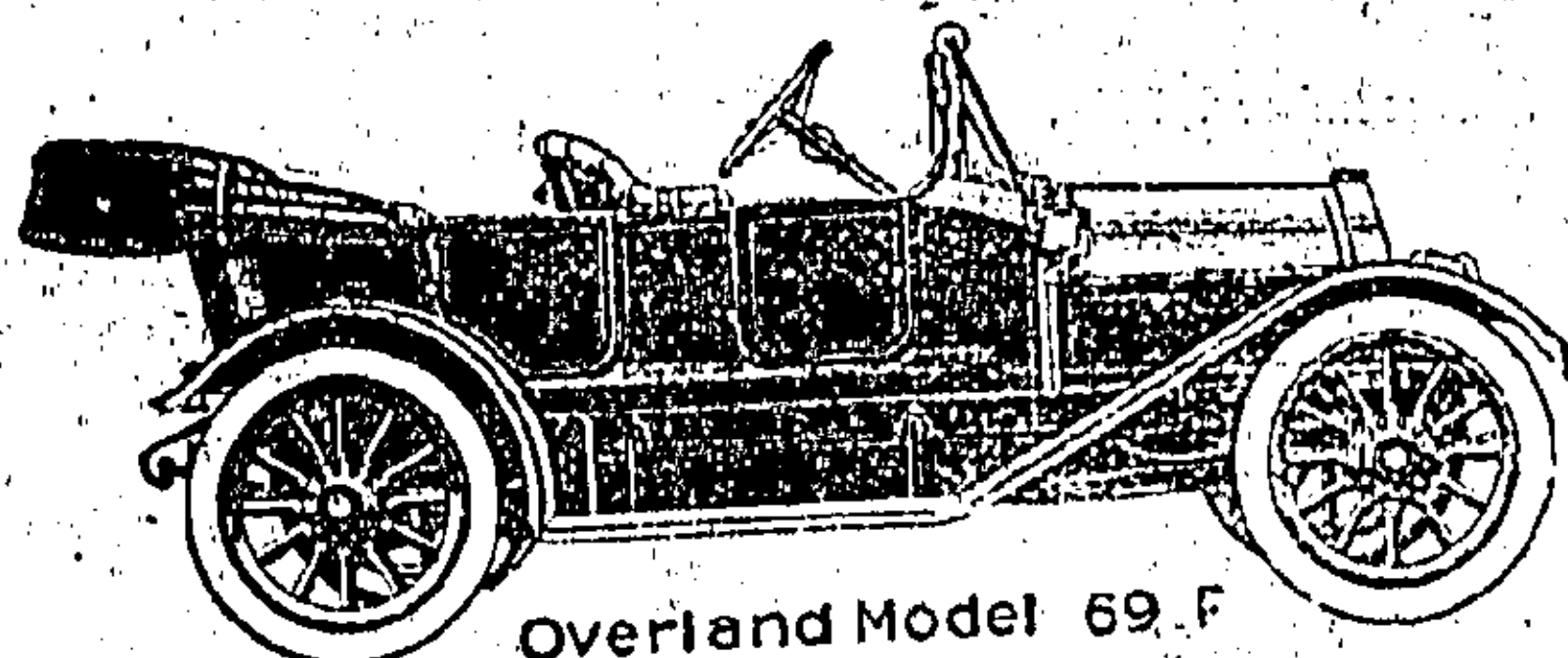
Organ Recital, Mr. Denman Fuller, St. Andrews Church, Kowloon, 9.15 p.m.

Tuesday, December 9.

Sale of Curios, G. P. Lammer's Sale Room—2.30 p.m.

Notices

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ELECTRIC LIGHT & STARTERS.
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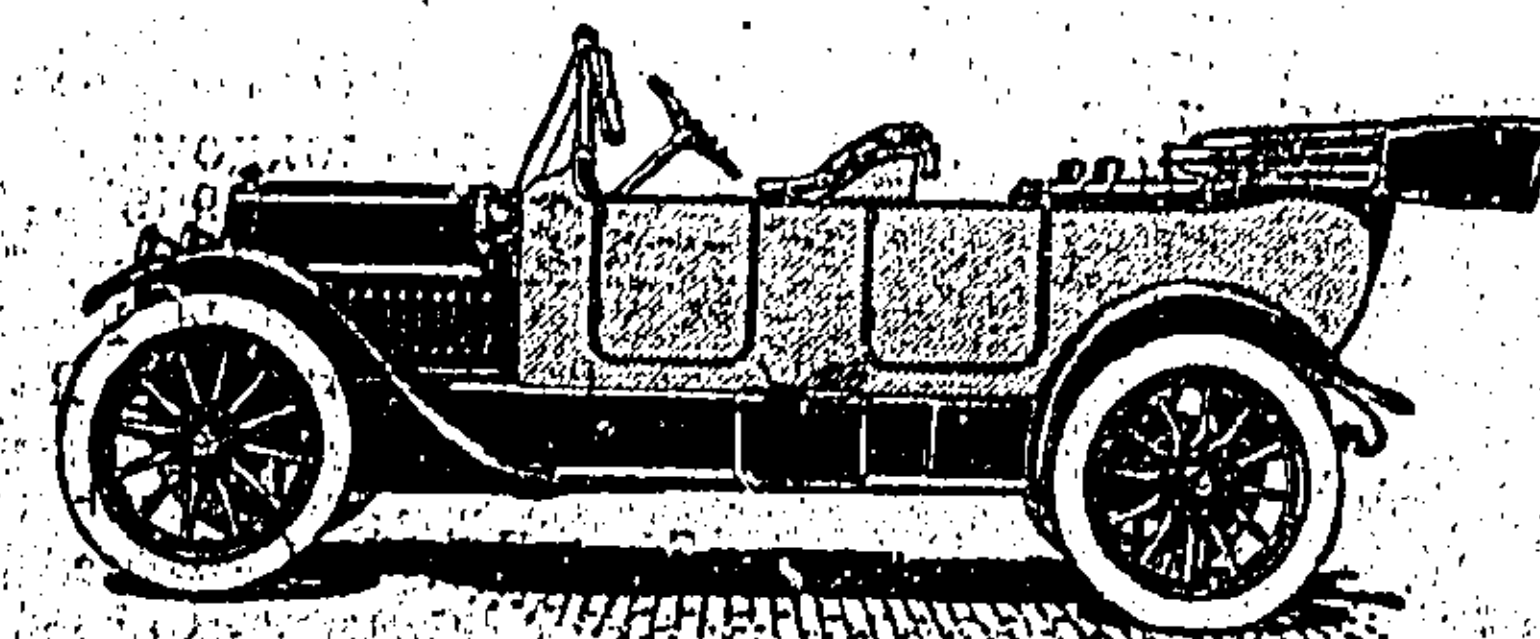
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J. H. TAGGART,

Manager. [26]

Hongkong, 20th April, 1914.

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Chongking, 1st Feb. 1913. [13]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 1st July, 1913.]

Notices

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OUR CONTEMPORARIES.

South China Morning Post

China and Rumour.

The Government is sorely handicapped in many directions and not the least of these is the obstinacy of the people. They will not learn the wisdom of disregarding idle rumour and minding their own affairs. At all seasons a ready ear is turned to the political adventurer—a panio results and there is no time like a panio for the outlaw to ply his calling. Over and over again has the lesson been preached that the most effective way in which the citizens of China can serve their country at this juncture is to strictly attend to their own personal affairs and leave matters concerning the Government, about which they know so little, severely alone. In effect this was the advice of the President when he took over the reins of office, but like all other advice from Peking, it seems to have been poured into peculiarly unresponsive ears. The Government needs the co-operation of the people, but until the people have been thoroughly educated up to a sense of their duties and responsibilities as citizens, the best help they can give is to ignore rumour and strive to help themselves when help is needed.

Daily Press

Chinese Administrative Conference.

The fact that the President's Manifesto explaining the purpose of the Administrative Conference is signed not only by the President, but by the Prime Minister and all the members of his Cabinet is significant of the determination of the Government to enter upon "an era of construction." What seems to be the plain meaning of the manifesto is that the Government desires to have its programme of reforms endorsed by a body representing the whole of the provinces, so as to have its position in the matter strengthened and supported. The delegates are "to fully and thoroughly discuss the principal schemes." The Parliament's opportunity will come—if it continues to exist—when it is asked to make the necessary appropriations for carrying these reforms into effect. But there are many in the list, among them some which demand the earliest consideration, such as river conservancy and road construction, which need not necessarily come before Parliament at all, since they are primarily matters of Provincial concern, and the Minister of the Interior, we notice, has so far anticipated the approval of the Conference for the river conservancy project is to send dispatches to certain Provincial Governors requiring them to report in detail on what is being done, and what may still be done, to avert the terrible floods which year after year, through the overflowing of rivers or the bursting of dykes, over-spread hundreds of miles of territory and render thousands—sometimes millions—of people homeless and destitute.

China Mail.

Science and Industry.

To-day when China is on the eve of vast industrial changes, it is of great interest to read what is being done by the greatest of all commercial nations in wedding science and industry. Mr. Basil Clarke tells the story of this effort in the London magazine, the Manchester School of Technology, which is now part of the great University of that city, has between 4,000 and 5,000 evening students alone. Mr. Clark says that the University of Manchester begins the work by supplying crude science—if one may speak of science as a raw material. The School of Technology takes this raw material and works as the smith to link science and industry as carried on by the manufacturers of Manchester. And Manchester city foots the bill. Men of great scientific distinction have from time to time gone out from the universities into the busy world of industry.

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and to bring the news without fear or favour.

情無非理其言事關要務探大正論官言宗本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 3, 1913.

CHINA'S FOREIGN POLICY.

There are many problems of vital importance to be faced by the newly-recognized Republic of China at the present moment, but it will be conceded on all hands that none is deserving of more careful or calculated treatment than that of its foreign policy. The days when China skillfully wriggled out of her obligations by a process of "playing off one Power against the other" are past and gone, and with the unity of aim which now animates the principal nations in their intercourse with the Oriental Republic, a fairer and straighter game has to be played. We have not yet passed that time, however, when the Provinces are apt to repudiate compacts entered into with foreigners, even though the Central Government fully realises the validity of the contracts and the rightful claims made for their observance. That point was made painfully apparent in the early days of the Republic, and it even persists in some quarters to-day.

China now sees that it pays to cultivate a closer friendship with other nations. That is putting it on the lowest basis. It is also probably right to say that her leading statesmen have an even higher motive than this. Anyhow, that she desires a more intimate association with the Powers, from whatever reason the desire may spring, is shown by a recent Mandate of President Yuan's in which he says the Central Government is "most anxious to show its sincerity to the foreign nations." There are some very pointed criticisms of Provincial shortcomings contained in the Mandate. For instance, the President asserts that the Provincial authorities often fail to act in strict propriety in dealing with matters which concern foreign interests. This is what he says of such officials:—

Sometimes they harbour preconceived prejudice in their minds when they deal with foreign cases and allow unbalanced popular clamorings to sway their judgement. They make meaningless and quite unnecessary contentions. The worst cases occur when the authorities do not understand the intent and purposes of treaty provisions and commit glaring violations of agreements. It is not infrequent that a trivial case which may be easily settled develops into serious proportions simply because they delay their settlement at the appropriate moment and they raise unnecessary objections.

This is the main burden of the Mandate, which is solely concerned with the foreign policy of the Republic. It is pretty clearly laid down that the controlling hand of the Central Government is to be given full play, and the Provinces are told sharply that they must adhere to the Treaties in dealing with foreign affairs. Some such outspoken message to the Provinces from Peking was urgently called for, and it is to be hoped that the President will see to it that his word is obeyed. Though now enjoying recognition, the Republic is still on its trial. Whether it will survive and firmly establish itself, very largely depends on the measure of authority which the Central Government can command over the more restless of the Provinces.

The Conspiracy Case.

Our readers will remember the case which was pending in Australia, and in which Hongkong was interested, of alleged conspiracy on the part of certain people who were said to have conspired to have Chinese taken into Australia by means that were not quite proper. We learn that, after a long and careful trial, three of the four prisoners have been dealt with. As a fact, three trials have been found necessary. The first lasted for fifteen days and resulted in one man, John Spargo, being found not guilty. The other three were sent back for re-trial. In Australia all verdicts must be unanimous, and in the case of the three prisoners in question, the jury disagreed after being locked up for twenty-six hours.

Much Deliberation.

The second trial lasted for nine days and a fresh jury was requisitioned. After eight hours of deliberation, the jury found two of the prisoners guilty and they were each sentenced to one year's hard labour. The jury, however, could not agree in the case of the third man, and he was sent back for a third trial, the result of which has not yet had time to come to hand. There were over 400 exhibits in the case and 36 witnesses. These included Mr. Wong Tak-wong, chief translator in the Supreme Court here, Mr. A. B. Pollock of the Chartered Bank, and Detective-Sergeant Wills. At first eight, three trials seem a bit hard on a prisoner, but on reflection it appears that he has not the worst of the deal. Evidently a man's guilt has to be proved right up to the hilt before he is sent to gaol in Australia, and it speaks well for Australian justice that so much care has been devoted to the case.

World-Wide Wireless.

A recent announcement by the Marconi Company shows that steady progress is being made towards realising the ideal of a wireless net-work of the whole globe, while in addition there will be a widespread scheme of wireless telephony between ships and the shore. For the moment, however, there will be a slight break in the chain, inasmuch as it is not proposed to establish wireless communication between New York and San Francisco, the land line being used across the American Continent. For the man, who, for the novelty of the thing, wants to send a wireless message to himself round the world, however, it might be possible to send it on a roving commission via Brazil and Mexico to San Francisco, but the route would have to be specially mapped out.

Hongkong Ignored.

For practical purposes, though, when the Imperial stations, and the Pacific stations which the Marconi Company are constructing, are finished, the world will be circled in the following manner:—London to New York, New York to San Francisco (by land), San Francisco to Honolulu, Honolulu to Manila, Manila via Singapore to Bangalore, the remainder of the journey being via Aden and Egypt back to London. It is interesting, too, to note that already wireless communication between America and Asia has been established, the U. S. Army Signal Corps in Alaska having opened communication with the Russian station at Anadyr in Siberia. So it will be seen that, while Hongkong skips, other parts of the world are up and doing. And in the circling of the globe Hongkong, by reason of her inactivity, is being quietly ignored.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon when Mr. D. W. Trauman presided. There were also present Col. Irwin, Mr. Chan Kai Ming, Mr. Ng Hon Tsz, Dr. Clark, M.O.H., Dr. W. Pearce, Assist. M.O.H. and Mr. W. Bowen Rowlands, secretary.

In accordance with the minute by the M.O.H. on the question of paratyphoid the bye-laws were amended, on the motion of the president seconded by Dr. Clark, to provide for the notification of the disease as infectious.

DAY BY DAY.

"IT YOUR WORK DOES NOT VINDICATE ITSELF, YOU CANNOT VINDICATE IT"—T. W. Higginson.

The Mails.

Siberian Mail.—Arrived per s.s. Liangchow to-day.

Siberian, Canadian and American Mails.—Close per s.s. Empress of Asia at 10.30 a.m. to-morrow.

American and Canadian Mails.—Close per s.s. Shinyo Maru at 10 a.m. to-morrow.

Customs Contract.

The Chinese Maritime Customs have placed an order with Messrs. Nilsson & Co. for a lightship installation of the Aga Light.

To Consignees.

Consignees of cargo by the Princess Alice are reminded that good undelivered after to-morrow will be subject to rent.

A Student's Loss.

A student living at St. John's Hostel, Bonham Road, reports that between 6.45 and 9 p.m. last evening a box containing \$38 was stolen from his wardrobe.

Auction Sale.

A fine lot of blackwood ware, some household furniture, as well as tennis racquets, bicycles, etc., will be sold by Mr. G. P. Lamert at his sales rooms at 2.30 p.m. to-morrow.

A Dairyman's Complaint.

A Chinese dairyman living at Shamsui has complained to the police that on November 17 a foki absconded with \$33 that he had collected on behalf of his employer.

Jumped in Harbour to avoid Arrest.

A man who stole a jacket jumped into the harbour in order to avoid arrest but he was captured and at the Police Court, this morning, Mr. Wood sentenced him to seven days' hard labour, and four hours' stocks.

Temple Carpet Stolen.

The priest of the Sikh Temple, Wanchai, reports that between the hours of 6 p.m. on December 1 and the same time on the following day, someone entered the temple hall and stole a carpet valued at \$25.

Matriculation Examination.

Although it is only three months since the last matriculation examination for the Hongkong University was held, it has been found necessary to hold another this month, and already some twenty four entries have been put in.

Arms Prosecution.

Inspector Fenton, at the Police Court, this morning, prosecuted a Chinese for being in unlawful possession of a revolver and a quantity of ammunition on Connaught Road. A fine of \$150, or in default six weeks, was imposed. A Revenue officer (Chinese) made the arrest.

Constable Stopped.

Indian constable 236 told Mr. Wood, at the Police Court, this morning, that when he tried to arrest a boy for hawking without a licence, the boy threw stones at him. He managed to catch him however. The boy denied throwing stones, but said other boys threw stones. He was ordered to receive eight strokes.

Latest Advertisements.

The goodwill of the China Express Company is offered for sale.—Page 5.

The Hongkong, Canton and Macao Steamboat Co.'s new steamer Taiaba will be open to public inspection on Friday.—Page 5.

An Old Cliftonian dinner will be held at the Hongkong Hotel on the 12th inst.—Page 5.

Consignees' notices concerning the Torilla and the Polynesian appear on Page 5.

For the Ladies.

Our lady readers will learn with interest that Messrs. Komor and Komor have just received a new consignment of their well-known evening coats, made in Japan from designs by Poiret, Redfern, and others, from specially woven silk. They have also a fine selection of dainty scarfs. It is worth remembering that through Messrs. Komor and Komor's enterprise it is now possible to secure the latest fashions in Hongkong sooner than they are available at Home.

AND HER PIRACY.

Nearly \$20,000 in Money Taken.

The coxswain of the steam launch Hoi Ning reports to the police that at about 1 p.m. on November 30 while on a voyage from Hongkong to Ping Hoi a piracy took place on his launch. It appears that when they were nearing Ping Hoi Kok, in Chinese waters about twenty robbers, who were among the passengers, produced revolvers and drove the crew and passengers into the hold of the vessel. They took charge of the launch and then completely ransacked it, stealing from the passengers and crew \$19,760 in money and clothing to the value of \$200. The miscreants then partly disabled the engine and left in sampans in a direction unknown.

As soon as the robbers got away the crew got out of the hold and having made the necessary repairs to the engine steamed to Shan Mei and reported the matter to the Chinese authorities. It is not known whether the robbers boarded the launch at Hongkong or subsequently, but it is interesting to note that none of the crew and passengers received any injuries, and no shot was fired.

The owner of the steam launch is Mr. Che Wo.

JUNK DISABLED.

Curious Allegation by the Master.

The master of the Wa Fo fishing junk, Sai Hang village, reports that yesterday at about 5 p.m. he left Hongkong in his boat which is of twenty piculs capacity with a crew of three on board. When in the Capetown Pass he was run down and disabled by a steamer, the name of which he does not know. The steamer kept on her way, she was coming in, and did not render any assistance. About three quarters of an hour later the steam launch Shing Tai came in sight and being hailed by the men in the water-logged boat took them off and brought them into Hongkong.

INSTITUTION OF ELECTRICAL ENGINEERS.

Proposed China Local Section.

A meeting of members, associate members and associates of the Institution of Electrical Engineers was held in the University of Hongkong on Monday.

The formation of a local section for China similar to those of Cape Town and Calcutta was discussed and it was resolved unanimously to petition the parent Institution in London to create a local section to be known as the China Local Section.

Professor C.A.M. Smith reported that he had circulated all the members of the Institution resident in China and that practically all of them had replied favourably.

It was resolved that a provisional committee consisting of seven members and a secretary be elected to suggest officers, communicate with members in other parts of China and to report to the parent Institution.

The following were elected Committee:—Mr. W.L. Carter, Major C.W. Davy, Mr. E.T. Williams, Prof. C.A.M. Smith, Mr. F. Graham, Mr. O.N.M. Hamilton and Mr. C. Stratford. Secretary—Mr. A.G. Warren.

At a subsequent committee meeting, Professor Smith was proposed as Chairman, but withdrew, stating that he felt that the first Chairman should be a commercial man.

Mr. W.L. Carter was elected Chairman and Major C.W. Davy Vice-Chairman.

Official Visits University.

On Monday the Kwangtung Commissioner for Education paid a visit to the Hongkong University, returning the official call made on him by Sir Charles Eliot in Canton. He was shown over the building and hostel and expressed himself as highly impressed by all that he saw.

NEW P. AND O. ARRANGEMENT.

Homeward Passengers Gain a Day.

The Superintendent of the P. and O. Company in Hongkong (the Hon. Mr. E. A. Hewett) informs us that he has received telegraphic advice from the Managing Directors in London that during the Homeward Passage Season, the mail steamers of the Company will arrive at Marseilles on Friday about noon, which will enable passengers proceeding overland by the special train from Marseilles to arrive in London on Saturday afternoon, instead of Sunday afternoon as hitherto. Passengers proceeding round to England by sea will arrive at Plymouth on the following Thursday and London on Friday.

THE JIU-JITSU EXHIBITION.

Programme of events for Saturday.

The well advertised exhibition of jiu-jitsu, and other events bids fair to be a great success, and the Theatre Royal will, no doubt, be well filled on Saturday evening. Mr. F.E. Hall, the local sportsman, has arranged for Captain McLaglen, the undefeated jiu-jitsu champion, to give an instructive exhibition of his prowess in the great art of self-defence which at one time was practised only by the Japanese. The powerful Captain has wrestled the great honour from the Japanese and he is never more pleased than when he has either one or two Japanese—he doesn't mind which—on the mat with him. During his stay in Hongkong, Captain McLaglen has impressed all those who have had the good fortune to see him at work, as being a man of immense strength and a wonder of lightning movement. A good display is expected from Miss Annie Abbot who will perform wonders with men, and even horses, if anyone wishes her to. The lady is "merely a handful" to use a homely phrase, but she will defy ten men to lift her. Her powers have baffled the greatest scientific minds of the world, and it is not for us to suggest a solution to what is undoubtedly a physical mystery.

Messrs. G. E. Laue and H. Umrigar, A. McKirdy and F. H. Coleman, H. S. Rouse and G. H. Farrell, F. P. Lepfesty and J. Holmes, P. Ross and H. Green will appear on the stage and will partake in contests.

Inspector Gordon, of the Hongkong Police, will be a subject and \$500 will be paid to anyone who will get free from Captain McLaglen's method of tying up.

Boxing versus jiu-jitsu will be interesting, and Mr. E. H. Farrell will adopt wrestling against G. Stinson who will box. There will also be some Japanese fencing, etc.

Captain Scribbins, R.G.A., and the Captain Superintendent of Police, the Hon. Mr. McLivaine Messer, will act as judges.

There is sure to be a rush for seats, so that early booking is recommended.

For the boxing tournament on the 13th a fine programme is being arranged.

Left for Home.

Among the passengers by the s.s. Mishima Maru, which is bound for London are Mrs. F.B.L. Bowley, and son, Bishop Foss and party, and Consul Alfred Amig.

Hustling.

A postcard despatched from Epsom in July, 1907, has just been delivered in Croydon, having taken nearly seven years to cover about eight miles. It contained a message asking whether a box of flowers had been arrived, and the card was clean and in good condition.

THE HARBOUR COLLISION.

Another Body Recovered Yesterday.

Another dead body, a victim of the recent ferry disaster, was found in the Harbour yesterday. The man was the engineer of the Wa Sang, the ferry launch which was sunk.

In all the total number of bodies discovered since Saturday is twenty-eight, and it is thought that all of these were drowned in the collision.

THE EXTRADITION CASE

Likely to Last for Several Days.

At the Police Court, this morning, Chang San-nam appeared before Mr. Wood as the defendant in extradition proceedings. The defendant is applied for by the Chinese authorities.

Mr. Master of Messrs. Johnson Stokes and Master appeared for the prosecution, and Mr. Norington of Messrs. Brutton and Holt, for the defendant.

When the case was called on Mr. Master asked his Worship if he could fix Friday afternoon as both Mr. Slade and Mr. Brutton were appearing in the Sotto case, but they both anticipated they would be ready by Friday afternoon.

His Worship agreed, fixing the time at 2.15 p.m.

Mr. Master then asked if his Worship could fix Monday, Tuesday and Wednesday afternoons also.

His Worship also agreed to fix those days and remanded the defendant.

CRIMINAL NEGLIGENCE.

Ferry Engineer has his Certificate Cancelled.

This morning Commander Beckwith R.N., Assistant Harbour Master, held an enquiry at the Marine Court, into the circumstances attending the collision of the "Star" Ferry Company's launch, Southern Star, with the Praya wall at about 11.38 p.m. on November 27. The enquiry was held at the request of the company.

The coxswain of the Southern Star stated that on the voyage in question from Kowloon to Hongkong, when off the China-Manila buoy he rang up "Stand by." Then he signalled "Half Speed" but got no reply on either occasion. When the launch was within 300 feet of the wharf she was still going at full speed and as his signal to stop engines was not obeyed he sent a sailor to the engine room and then signalled speed astern. The engines were not reduced until within 50 feet of the Praya wall, with which the launch collided. Considerable damage was done to the bow and a number of passengers were badly shaken.

A sailor on board the launch deposed to seeing the engineer in charge resting his head on his arms near the starting and reversing gear. He shouted orders of the coxswain to the engineer who took no notice. Very soon after the ferry struck the Praya wall. The engineer in charge said he was taken ill about 11.30 p.m. just after leaving Kowloon. He was seized with giddiness and was so weak that he could not ring the gong in reply to signals, or handle the engines.

This lasted some minutes but he recovered sufficiently later to do the work. He had never had such an attack before but was weak constitutionally. The engines were going astern before the collision.

The Magistrate in giving judgment said:—I consider this a case of criminal negligence. The man Tsang Sin-san was fast asleep in the engine room whilst in charge of the engines and it seems almost marvellous that a serious accident and loss of life did not occur. I recommend that his certificate as engineer be cancelled forthwith.

SOTTO IN NEW ROLE.

Plaintiff in an Action for £500.

Sir William Rees Davies, the Chief Justice, sitting in Original Jurisdiction, at the Supreme Court, this morning, heard a case in which Vicente Sotto, a journalist, claimed from Thomas Carey Welch, Assistant Executive Secretary of the Philippine Islands, and John B. Sawyer, Vice Consul for U.S.A., the sum of \$4,811.03, being the equivalent of £500, in which the defendants are indebted to the plaintiff under the provisions of the Habeas Corpus Act, 31 Car. 11, Cap. 2, by reason of their having procured or caused the imprisonment of the plaintiff on a charge of abduction within the territory of the Philippine Islands, well knowing that the plaintiff had been discharged from custody under a writ of habeas corpus sued out by him when in custody on the same charge.

Mr. M. W. Slade, K. C., instructed by Mr. Hind and Mr. Norrington, of Messrs Bruton and Hett, appeared for the plaintiff. The first defendant was represented by Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. Hastings, of Messrs Hastings and Hastings, whilst the second defendant was represented by Mr. E. H. Sharp, K. C., instructed by Mr. Reader Harris of Messrs. Wilkinson and Griet.

Mr. Slade said there was no dispute as to the facts in this case and the only question his Lordship would have to decide was a question of law arising on the pleadings. The plaintiff relied on section six of the Habeas Corpus Act of Charles II, 1679, which stated that no person or persons should be committed twice for the same offence, and that if any person or persons knowingly recommitted or imprisoned, them, or knowingly caused any person to be recommitted, such person or persons should forfeit to the person the sum of £500. The plaintiff said he had been imprisoned for an offence and released on habeas corpus, then, at the instigation of the defendants, he was imprisoned a second time for the same offence. Therefore he came directly within the meaning of words of the section quoted. The first defence raised by the defendants was that this particular provision of the Habeas Corpus Act was not in force in the Colony. Acts of Parliament prior to 1843 were in force in this Colony by virtue of section 4, Ordinance 3 of 1873, except in so far as they were inapplicable to the local circumstances of the Colony and except so far as laws passed by the local Legislature modify the Habeas Corpus Act. So far, he (Mr Slade) was not aware of any laws passed by the local Legislature modifying the Habeas Corpus Act.

His Lordship:—I think we may take it there are none.

Mr Slade then submitted with regard to the first of the two exceptions that it was for the defendants to prove by evidence what particular peculiarity of this Colony or its inhabitants would render inapplicable a law designed for securing their greater freedom. It would be very hard for the defendants to establish that the liberty of the subject in Hongkong, be he British or foreign, was not of as great importance as the liberty of the subject in England itself. From the earliest times of extradition proceedings a writ of Habeas Corpus was the appropriate writ for the requisitioning of a government for the rendition of an alleged criminal. Were foreign governments to have the right to cause people to be imprisoned as often as they liked for reasons of their own, and not the individual? The proceedings at Home and in this Colony, except in the case of North Borneo or Shanghai, were governed by the Extradition Act of 1870—the Habeas Corpus Act, and under that Act the right of the accused person to have habeas corpus if under the circumstances it was justified, was expressly recognised—not confirmed by the Act, but recognised by the Act. It was provided that if he was committed by the magistrates he should not be liable for surrender for fifteen days, and he should

be informed that he had the right to apply for habeas corpus. If any confirmation of that was needed, his Lordship would find it in cases where habeas corpus was applied for. In the extradition proceedings taken on the Repeal Statute file of 1870 there were two treaties made, one with the United States, and one with France, in which the contracting parties undertook to deliver up mutually, fugitive criminals, and Acts of Parliament were passed to give effect to these treaties in the early forties—1844. He thought there were a number of proceedings taken and the applications for the release of prisoners under these acts contained no reference at all to habeas corpus, and next, application was frequently made for the release of prisoners committed for extradition.

A DEAL IN LANGKATS

The Puisne Judge, Mr. Justice Gompertz, had before him, in the Summary Court yesterday, a case in which Patrick O. Potts, broker, sued Li Kin-tung, 43, Connaught Road Central claiming the sum of \$1,000 damages. The claim arose out of defendant's implied indemnity contained in a contract dated May 9, 1912, whereby the defendant instructed the plaintiff to purchase on his behalf 100 Langkats at £15. 62 per share for delivery on July 13 and on such contract the plaintiff, to the knowledge and with the consent of the defendant, made himself personally liable to the sellers of such shares; defendant had failed to perform the said contract whereby the plaintiff had suffered damages.

His Lordship reserved judgment.

HONGKONG RAINFALL.

Detailed Returns for November.

The rainfall during the month November, as recorded at the Botanic Gardens, was as follows:—

Date	Inches.
1st	—
2nd	—
3rd	—
4th	—
5th	—
6th	—
7th	—
8th	.01
9th	.05
10th	—
11th	.03
12th	—
13th	.04
14th	.88
15th	.24
16th	—
17th	—
18th	—
19th	—
20th	—
21st	—
22nd	—
23rd	—
24th	—
25th	—
26th	—
27th	—
28th	—
29th	—
30th	—

Total 1.22

Severe Weather.

The Japanese steamer Shikoku Maru, 1,404 tons, which left Nowohwang for Japan with a full cargo of coal on November 12, encountered severe weather in the Gulf of Peohili during which her steering gear was disabled and the vessel fell off into the trough of the sea, flooding the hold. She was sighted on the following evening by the French steamer Tatouze which took off part of her crew, the remainder standing by the vessel. The tug Ento Maru was sent from Dairen with salvage pumps to her assistance and succeeded in keeping the vessel afloat until she could be towed to Dairen where she arrived on November 19.

AN AGENCY OR NOT?

An Interesting Claim in the Summary Court.

Mr. Justice Gompertz, Puisne Judge, had before him in the Summary Court this morning, a case in which Yee Sing and Company sued J.A. Chue for \$1,185.53 being price of goods sold by the plaintiffs to the defendant.

Mr. J.H. Gardiner appeared for the plaintiffs and Mr. D.V. Stevenson (Messrs. Deacon, Looker, Deacon and Harston) for the defendant.

His Lordship:—I take it you waive the excess, Mr. Gardiner? Mr. Gardiner said he did not. The case had been transferred to the Summary Jurisdiction by order of the Court, and in that event he thought his Lordship had power to deal with the whole matter.

His Lordship said he was not sure that he had, but the point could be dealt with later.

Mr. Gardiner:—I do not know whether it is incumbent on the plaintiffs in this case to start. It is admitted that the goods have been supplied and that they have been delivered to the defendant, who has received and signed for them. His defence is that he is the agent and, therefore, is not liable.

His Lordship:—Can we start with this much, that these goods were sent to the defendant's place of business and when they got there he signed for them?

Mr. Gardiner:—Yes, but I submit that it is for him to establish his agency.

His Lordship:—I am not sure it is not up to you to begin, Mr. Stevenson.

Mr. Stevenson submitted that it was for the plaintiffs to prove that the goods were delivered to Mr. Chue, also the circumstances under which Mr. Chue signed the receipts. These were two shipments of goods which were sent to Australia, and the defendant was acting with knowledge of the plaintiffs. The claim arose out of these two shipments. The shipment of a second lot of goods was made by plaintiffs and the shipment of another lot was made by Mr. Chue, with the knowledge and consent of the plaintiffs. He submitted that it was not necessary for the Court to go into the first shipment so as to appreciate the position of the parties.

Mr. Gardiner said they had nothing to do with any shipments. The case for the plaintiffs was a simple one. They entered into an agreement with the defendant to supply him with goods to go to Australia, defendant having informed the plaintiffs that he had started a shop in Australia. Defendant approached them some time in August or September, with reference to supplying him with goods which he would send to Australia. The latter date October 22 bore out what the plaintiff would say.

His Lordship:—Do you admit that letter?

Mr. Gardiner:—Yes, but the one we say the defendant kept for the purpose of his case is the one which was on the file originally and the one which your Lordship has seen.

Proceeding, Mr. Gardiner said that in accordance with what the defendant represented to the plaintiffs, they supplied him with three lots of goods for shipment to Australia. They were supplied personally from time to time, the final order being completed and delivered to the defendant on January 31. It was remarkable, as the case for the defendant was one of agency, that the brother Robert Chue, who was in Hongkong when the first order was executed, had no dealings with the plaintiffs and no correspondence whatever passed between him and the plaintiffs. There was no agreement, and nothing whatever was discussed with reference to the delivery of any orders to Robert Chue. The only person plaintiffs looked to was the defendant; they treated with him as the principal. The defendant selected the goods, they were invoiced and charged to him, and he had paid over \$950 on account. He raised the money from a brother of the managing partner of the plaintiff's firm. Then things got to such a pitch

DAIRY FARM NEWS.

OUR

DAISY BRAND BUTTER

is ABSOLUTELY the BEST OBTAINABLE.

Nothing annoys more than indifferent or bad quality butter at meals or at tea.

INSIST ON GETTING THE BEST and DON'T be INFLUENCED by your SERVANTS

XMAS EXHIBITION

FANCY GOODS, TOYS, SMOKER'S REQUISITES. NOW OPEN INSPECTION INVITED.

KRUSE AND CO.

that he thought he would get out of his liability by adopting this attitude of being only the agent. The case was proceeding as we went to press.

New Steamer.

It will be seen by an advertisement elsewhere that the public is to be given an opportunity of inspecting the Hongkong, Canton and Macao Steamboat Company's new steamer Taishan on Friday afternoon, when the vessel will be berthed at the Company's Canton wharf. It may also be noted that the steamer will inaugurate the service on the Macao line by making an excursion to Macao on Sunday, and doubtless large numbers will avail themselves of the opportunity of making the trip by the new boat.

To-day's Advertisements

HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd.

NOTICE

THE Directors of the Hongkong, Canton and Macao Steamboat Co., Ltd., invite the Public of Hongkong to inspect the Company's new steamer "TAISHAN" between the hours of 3 and 6 p.m. on Friday, 5th December. The steamer will be berthed at the Company's Canton Steamer wharf.

By order of the Board of Directors,
W. E. CLARKE,
Secretary.

OLD CLIFTONIAN DINNER.

AN old Cliftonian Dinner will be held at the Hongkong Club at 8 p.m. on FRIDAY, December 12th.
All old Cliftonians wishing to be present will kindly communicate with the undersigned.
Mr. Evan Ormiston has consented to take the chair.
P. W. GOLDRING c/o GOLDRING & RUSS.

To-day's Advertisements

COMPAGNIE DES MAS-SAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

s.s. "POLYNESIEN."

Consignees of Cargo from London ex. s.s. "Medoc" & "Sidon." Consignees of Cargo from Havre ex. s.s. "Sidon"

In connection with above Steamer are hereby informed that their goods with the exception of Opium Treasure and valuables are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co. Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after 8th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th Dec., or they will not be recognized.

All damaged packages will be examined on 8th Dec., 1913 at 10 a.m.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE,
Acting Agent.
Hongkong, 1st Dec., 1913. [1058]

From SHANGHAI, YOKOHAMA, KOBE and MOJI.

NOTICE TO CONSIGNEES.

THE Steamship

"TORILLA,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 3rd Dec., 1913. [1059]

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

ALL THAT IS BEST & CHOICEST

IN

NEW SEASONS GOODS

NOW ON SHOW

YOUR INSPECTION IS CORDIALLY INVITED.

16, DES VOEUX ROAD, 16
Next door to Thos. Cook & Son.

WM. POWELL LTD.

TELEPHONE 346

GRAND XMAS BAZAAR.
NOW OPEN
TOYS, GAMES, ETC.

IN

GREAT VARIETY.

(A REALLY SPLENDID SHOW.)

CHRISTMAS 1913.

JUST RECEIVED

NEW ARTPIECES, CUT GLASS, BRONZE FIGURES
SILVERWARE, HIGH GRADE JEWELLERY
WATCHES, CLOCKS.ALL THE LATEST NOVELTIES. INSPECTION SOLICITED.
J. ULLMANN & CO., CORNER OF FLOWER STREET.

ANDERSON MUSIC CO., LTD.

(SUCCESSORS TO MESSRS LANE, CRAWFORD & CO.)

INVITE INSPECTION OF THEIR NEW STOCK
OF PIANOS, MUSIC AND MUSICAL GOODS.

EXPERT TUNERS, REGULATORS AND REPAIRERS.

6, DES VOEUX ROAD, CENTRAL,

(TELEPHONE No. 1322.)

CHAMPAGNES

MOET AND CHANDON'S DRY
IMPERIAL EPERNAY.PRICE PER CASE. 12 QUARTS DUTY PAID \$63.00
DO. 24 PINTS DO. \$65.00

PERRIER JOUET

OLD VINTAGE CUVÉE
EPERNAY.PRICE PER CASE. 12 QUARTS DUTY PAID \$56.00
DO. 24 PINTS DO. \$58.00

VICTOR CLIQUOT

SPECIAL DRY RHEIMS.

PRICE PER CASE. 12 QUARTS DUTY PAID \$35.00
DO. 24 PINTS DO. \$38.00

SOLE AGENTS

CANDE, PRICE & CO., LTD.

WINE MERCHANTS.

6, Queen's Road Central, Hongkong.

TELEPHONE No. 135

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From St. John N.B.
Empress of Asia 18th Dec.	Empress of Britain 14th Jan.
Empress of Japan 1st Jan.	Allan Line 24th Jan.

All Steamships leave Hongkong at noon.
The "EMPRESS OF RUSSIA" and "EMPRESS OF ASIA" are now quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA" "EMPRESS OF JAPAN" via Optional Atlantic Port £65.
Intermediate service, via Canadian Atlantic port £13, via B.C. or New York £45.
Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 26 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to:

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE AND MOJI on 3rd Dec.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched to YOKOHAMA, KOBE & MOJI on 10th Dec.

WESTWARD

S.S. "Torilla," 5,205 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 6th Dec.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched as above on 10th Dec.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to:

DAVID SASSOON & CO., LTD.

Hongkong, Dec. 2nd, 1913.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION CO. LTD.

HONGKONG TO CANTON, CANTON TO HONGKONG.

Wednesday, 3rd December.

10.00 p.m. "Honam," 5.00 p.m. "Faishan,"

Thursday, 4th December.

8.00 a.m. "Faishan," 8.00 a.m. "Kinshan,"

10.00 p.m. "Kinshan," 5.00 p.m. "Honam,"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Heungshan," Tons 1651. S.S. "Sui An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 7th December.

The Company's new Steamship,

"Tai Shan,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES

Saloon...Single 3.00 Return 5.00.

1st Class...Single 2.00 Return 3.00. 2nd Class...Single 1.00 Return 2.00.

Staterooms—Saloon. \$1.00 per person each way. 1st Class. 50 cents per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "Hoi-Sang" 457 Tons.

D'tures from Macao to Canton on Mon., Wed., & Fri., at 9 p.m.

D'tures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam" 538 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton," and "Sanul." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED. (HOTEL MANSIONS FIRST FLOOR) Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Mishima Maru Capt. L. Sommer T. 16,000 Kaga Maru Capt. Sekino T. 13,500	WEDNES, 3rd Dec. at night. WEDNES, 17th Dec. at night.

VICTORIA, B.C. and SEATTLE	Sado Maru Capt. Asakawa T. 12,500 Yokohama Maru Capt. Wada T. 12,500	TUESDAY, 16th Dec. at noon. TUES, 30th Dec. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru Capt. Winokler T. 9,300 Tango Maru Capt. Yoshikawa T. 13,500	WEDNES, 17th Dec. at noon. WEDNES, 14th Jan. at noon.
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CALCUTTA via Spore, Penang & Rangoon	Ceylon Maru Capt. Naguchi T. 12,500	(SATURDAY, 13th Dec.
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BOMBAY via Singapore and Colombo	Colombo Maru Capt. Kawachima T. 6,000	(MONDAY, 8th Dec.
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KOBE & Yokohama	Hitachi Maru Capt. Yamawaki T. 12,500	(SATURDAY, 16th Dec.
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NAGASAKI, Moji, Kobe & Yokohama	Tottori Maru Capt. A. Moses T. 12,500	(WEDNES, 3rd Dec.
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SHANGHAI, Moji, and Kobe	Kawachi Maru Capt. Christiansen T. 13,500	(SATURDAY, 6th Dec.
--------------------------	----------------------------------------------	---------------------

SHANGHAI, Kobe & Yokohama	Tosa Maru Capt. Sato T. 12,000	(TUESDAY, 9th Dec.
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! Cargo only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.	FOR AMERICA.
Miyasaki Maru 16000 tons sails Wednesday 28th January.	Shidzuoka Maru 12500 tons sails Tuesday 7th January.
Kitano " 16000 " " 11th February	Tamba " 12500 " " 30th February
Iyo " 12500 " " 25th "	Aki " 12500 " " 24th "
Hirano " 16000 " " 11th March	Sado " 12500 " " 10th March
Katori " 20000 " " 25th "	Yokohama " 12500 " " 24th "
Kaino " 16000 " " 8th April.	Awa " 12500 " " 7th April.
Kashima " 20000 " " 22nd "	Shidzuoka " 12500 " " 21st "

For further information apply to

Telephone No. 232.

T. KUP M TO. Manager

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	4th Dec. at 4 p.m.
SHANGHAI & TSINGTAU	Paoting	6th Dec. at night
MANILA, CEBU & ILOILO	Tean	9th Dec. at 4 p.m.
SHANGHAI	Anhui	11th Dec. at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	13th Dec. at night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUL"

"MANILA LINE."—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

"SHANGHAI LINE."—The Twin Screw steamers "Anhui" "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares—Single 4 p.m. Return 7 p.m.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 3rd Dec., 1913.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki).

The S.S. Koursk, 6,400 R.T., Capt. Padalka, is expected to arrive here about the 8th day of December.

Homeward Bound.

(Odessa via usual ports of call.)

The S.S. Tambov, 4,411 R.T., Capt. Alexieff, is expected to arrive here about the 19th day of December.

N.B.—The exact date of arrival will be published after the receipt of the sailing telegram from the last port of call.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHAMANOFF.

Hotel Mansions, Tel. No. 1224.

Hongkong, 27th Nov., 1913.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila Mangarin, Cebu and Iloilo.	WED, 3rd Dec. 4 p.m.
Zalro	4000	F. S. McMurray	Manila Mangarin, Cebu and Iloilo.	SATUR, 13th Dec. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25th Nov. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamer	From	To	Departure
Tijmah	JAPAN	1st half Dec.	JAVA 1st half Dec.
Tijaroem	JAPAN	1st half Dec.	JAVA 1st half Dec.
Tijikini	JAPAN	2nd half Dec.	JAVA 2nd half Dec.
Tijitap	JAPAN	2nd half Dec.	JAVA 2nd half Dec.
Tijodas	JAVA	2nd half Dec.	S'HAJ 2nd half Dec.
Tijilong	S'HAJ	2nd half Dec.	JAVA 2nd half Dec.
Tijipanas	JAVA	2nd half Dec.	JAPAN 2nd half Dec.
Tijmanock	JAVA	2nd half Dec.	S'HAJ 1st half Jan.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

10th Bunding.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong.
Shinyo Maru.	22,000 - 21 knots	Thurs., 4th Dec.
Chiyu Maru.	22,000 - 21 knots	Mon., 2nd Dec.
Nippon Maru*	11,000 - 18 knots	Wed., 14th Jan.
Tenyo Maru.	22,000 - 21 knots	Satur., 17th Jan.
Hongkong Maru.	11,000 - 10 knots	Tues., 10th Feb.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. Return (6 months) £96.10.

San Francisco £45. Return (6 months) £68.

*Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co. or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

"Anyo Maru" 18,300 - 15 knots. Wednesday 10th Dec. at Noon.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291

PACIFIC MAIL S.S. CO.

Mongolia, Manchuria, Korea, Siberia

Also NILE, 11,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (2nd Pacific of the Pacific). Through Service to New York via Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Blige Keels.

Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class to London.....£71.10. Single. £35.10. 6 Months Return. £120.

Intermediate "An Francisco" "London" "San Francisco" "An Francisco" "London" "San Francisco"

Return by rail of round trip tickets, as above, available for Passage with C.P.R. from Vancouver if desired. Through Passengers have the Privilege of Traveling by Rail between ports of Call & Vice Versa.

Steamer: Korea..... 18,000 Tons, Sailing Dec., 9 at 1 p.m.

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

Hongkong—Manila Service.

From Hongkong	Arrive	Leave	From Manila	Due
Dec. 30 CHINA	Jan. 1	Dec. 20 CHINA	Dec. 22	

* Intermediate Steamers.

King's Building (Opp. Blake Pier), R. C. MORTON, Telephone No. 141.

Hongkong 27th Nov. 1913.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haitan..... J. S. Roach..... FRIDAY, 5th Dec. at 11 a.m.

Hailing..... W. C. Passmore..... TUESDAY, 9th Dec. at 11 a.m.

Hiayang..... A. E. Hodgins..... FRIDAY, 12th Dec. at 11 a.m.

FOR SWATOW

Haimun..... J. W. Evans..... SUNDAY, 7th Dec. at 10 a.m.

Steamers will arrive at and depart from the Co's Wharf near

Blake Pier.

For Freight and Passage, apply to

Dougl's Lippack & Co.

General Managers.

129

LOG BOOK.

Collision at Moji.

A collision occurred in Moji Harbour on November 12 between the N.Y.K. Australian liner "Nikko Maru," which was outward bound, and the steamer Akabono Maru, 2,450 tons, which was lying at anchor. The Nikko Maru sustained damage to her counter and after temporary repairs proceeded to Nagasaki where she was docked.

Claim for Indemnity.

The Ministry of Communications is reported to be looking into the claim of the China Merchants' S.N. Co. for an indemnity to cover the loss sustained

ADVERTISING COSTS MONEY

but

ADVERTISING PAYS

AS PROFESSOR VAN ROOS (OF GHENT)
says
"ONLY THE GOODS THAT REALLY MATTER
can we afford to keep
CONSTANTLY BEFORE THE PUBLIC."

**THE ONLY PAPER WORTH
ADVERTISING IN**

and

THE BEST MEDIUM FOR ADVERTISING

IS AN EVENING PAPER,

which is taken home when the work of the day is over and the MIND, relieved from
WORRIES, is susceptible to the influences brought upon it. A paper

LIKE THE "TELEGRAPH"

with a large and constantly increasing circulation amongst the

RIGHT CLASS OF SUBSCRIBERS IS

THE BEST MEDIUM
(WITHOUT DOUBT)

FOR ADVERTISEMENTS.

Skilled advice and rates on application to the Manager.

11, Ice House Street.

Telephone No. ONE.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, WEDNESDAY, DECEMBER 3, 1913, 4.30 P.M.

STORIES OF KING EDWARD.

Memoirs of Courtier Friend.

Lord Suffield was on close terms of personal intimacy with King Edward for nearly forty years, and his Memoirs, which have just been issued, will be read chiefly for the light they throw on the King's personality, although on their merits and for their candid comments on manners and customs they are well worth reading.

The author of the memoirs had already spent four years at Court in the immediate entourage of Queen Victoria when the Prince desired his services. "My son has asked for you," said the Queen, "and you know I cannot refuse him anything."

At Queen Victoria's Court.

Of Queen Victoria's Court Lord Suffield says some rather surprising things. He will not admit that the Queen was narrow-minded in any way. For instance, he says that she was well aware that the naughtiest people are often the most amusing, and he puts this forward as the reason why she retained at Court certain ladies who were in Mrs. Grundy's black books.

As for her strict upbringing of her eldest son, he points out that she kept him constantly employed in ceremonial duties because she feared and dreaded the results of unfettered association with the society of those days. The Prince was kept in ignorance of important matters, and was allowed little intercourse with her Majesty's Ministers, so that he had to carry out difficult duties on the basis of information often acquired from the Ambassadors of foreign States.

A Fearless Prince.

The Prince, being absolutely fearless and naturally adventurous, was sometimes a considerable source of anxiety to those responsible for him.

When he returned from Canada in his early twenties he said the most amazing thing he had ever seen was Blondin crossing Niagara on a tight rope, first by himself, and then with a barrow which he wheeled himself. The acrobat had offered to take the Prince over as a passenger. Fortunately, however, the Canadian authorities objected in time, on the ground that the heir to the throne must make his first visit to the Dominion in a more dignified fashion.

An Adventure in India.

In India he insisted, after carrying out an apparently endless series of official engagements, in seeing some real sport in Nepal. On these occasions he absolutely declined to take special precautions. One incident from a big elephant hunt will serve to show the risks he persisted in taking.

"Then came Mr. Fisher to say that he had wounded an elephant. He took the Prince to finish it off, and soon we were right in among the infuriated herd, undoubtedly in great danger. I was terribly afraid that the wounded elephant would charge, for in that labyrinth it was impossible to run, or indeed do anything but creep. Then we emerged into a clearing and saw the wounded fellow a few yards off, just ready to charge. Varian and Fisher became very agitated, and urged the Prince to seek safety in a tree, but his Royal Highness was perfectly calm, and, taking aim as coolly as if he had been parting shooting at home, he fired, and down went the great beast on its side into the stream."

Like everyone else who knew King Edward intimately, Lord Suffield has much to say of his unvarying kindness and courtesy.

A Club Story.

That he drew very plainly the limits which guarded his dignity is also well known. Lord Suffield quotes an instance, to which was due, according to him, the founding of the Marlborough Club:

"I remember his leaving White's Club over something of the sort. His Royal Highness happened to light a cigar or a cigarette in a room people did not usually smoke in. Some officious official came up and said so, and the Prince replied quite pleasantly that he was just going; the official retorted rather rudely that the club rules must be adhered to no matter who the member was, and the Prince without another word left the club and withdrew his name next day. The Marlborough Club owes its existence to that little lapse, or lack of tact, on the part of one of White's people!"

Lord Suffield's recollections include many humorous tales of celebrities. He tells of the veteran Lord Mark Kerr, who ended a friendly chat in the street with King Edward VII. by saying, "Excuse me, sir, but would you mind telling me your name? I know your face very well, but I cannot remember who you are."

Shah and the Duke's Acres.

He tells also of the Shah of Persia, who, when the Prince told him that the Duke of Sutherland owned large estates in Scotland as well as England, is alleged to have said, "He must be very rich. Of course, when you come to the throne you will —" and here made an expressive gesture with his finger across his neck.

Lord Suffield asserts that the Kaiser has always been deeply attached to England. He says:

"He has invariably worked for peace with England, but, in spite of all his really earnest endeavours and his sincere love of this country, there has always been friction between the two courts. It is impossible to say how it arises, unless it is the usual jealousy that is always a feature of courts. It is certainly not the Emperor's fault. He was not only greatly attached to Queen Victoria, but regarded her with the greatest respect and veneration. Indeed, it may be said that her Majesty died in his arms, for he was supporting her, and her head was resting against his chest. When she passed away at Osborne, he grieved very deeply and sincerely for her loss, and looked as sad as her own sons at the funeral."

King Edward's Death.

There is something very naive and touching in the simplicity with which he records his feelings on King Edward's death. "I loved him," he writes, "as much as one man can love another; we had been together so constantly during the last forty years of his life, for even when he went anywhere without me he nearly always sent for me to join him; and now that the end had come there was no need of words." And quite evidently the breach made by the final parting was irreparable from the purely human point of view.

PHILIPPINE APPOINTMENTS.

Three New Positions Filled.

The following official announcement has been made in Manila:

"A cable has been received by the Governor General from the bureau of insular affairs station, that on November twenty-fourth the President sent to the Senate the nominations of Henderson S. Martin of Kansas, a lawyer, and chairman of the state public utilities commission of Kansas, to be vice-governor and secretary of public instruction; Clinton D. Riggs of Maryland, a graduate in civil engineering of Princeton university, 1887, formerly adjutant general, state of Maryland and now a retired business man, secretary of commerce and police; Wilfred T. Denison, of New York, a graduate Harvard university in 1898, from Harvard law school in 1900, and at present assistant attorney general, to be secretary of the interior."

There were 5,180 Filipinos who left the Philippines bound for Hawaii.

THE NATIONAL RAILWAY CORPORATION.

Raising the Wind.

Peking papers contain news of communications which have passed between Mr. Chung Mun-yew, Managing Director of the Shanghai-Nanking Railway, and the Chiaotungpu with reference to the offices in Shanghai of the Chinese National Railway Corporation, the institution of which Dr. Sun Yat-sen was head. These statements are to the effect that prior to his departure for Japan Dr. Sun pledged the buildings and lands of the Corporation for security to a foreign transportation company for a large sum of money.

This by no means indicates the correct position of affairs. After Dr. Sun had left Shanghai Mr. Chung Mun-yew received instructions from the Government to make an investigation into the affairs of the National Railway Corporation, and what he found was that apparently the portion of the lease of the offices still to run had been sold and all the office furniture. It will be remembered that the Corporation had its office in Canton Road, and it would appear that the rent had been paid for a year or two in advance. Thus it was possible practically to sublet the premises, and it is believed that a sum of about \$5,000 was realized in this way. The furniture, fittings, etc. were also sold to the same company, and another sum of roughly the same amount was realized, making a total of about \$10,000.

Dr. Sun's Authorization.

The Peking papers mentioned that the company which had taken over the lease and effects was a foreign transportation company, but so far as is known this is incorrect. The company mentioned is Tong Yee & Co., which some time ago opened a car shop in Nanking Road, but has now removed to another thoroughfare. Mr. Chung Mun-yew has been in communication with this company, and the facts of the case appear to be as stated above, that they bought the outstanding portion of the lease and the office furniture. Beyond this transaction no discoveries have been made which would lead to the conclusion that the Railway Corporation or its personnel had raised money otherwise on what is considered national property.

It is possible that more may be heard of the matter, for evidently the Government officials are carefully nothing the exact powers which were given to Dr. Sun in connection with the Railway Corporation. The Peking Gazette says that "the Government finds that there is one clause in Sun Yat-sen's letter of authority given by the President that he is not permitted to negotiate any foreign loans without the previous sanction of the Central Government." In the present case, it turns out, there was no loan contracted, and the sale was made to a Chinese company. — N. C. Daily News.

Japanese for Philippines.

For the last year, according to the recently issued report of the insular collector of customs, the total number of Japanese arrivals in the Philippines outnumbered the departures by 1,019. These figures are interesting as they show, as compared with the yearly decrease of Americans who remain in the Philippines, a decidedly increased influx of Japanese who come to make the Philippines their home.

Americans coming last year were 4,459 and going 4,177, a difference of 282. Japanese arrivals were 1,511, and departures 492. One thousand two hundred of the Japanese came as immigrants.

There were 5,180 Filipinos who left the Philippines bound for Hawaii.

MARKET PRICES.

Hongkong Nov. 29 1913.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb.	18
" Corned, — Ham Ngau Yuk	"	18
" Roast, — Shiu	"	18
" Breast, — Ngau Lam	"	12
" Soup, — Tong Yuk	"	15
" Steak, — Ngau Yuk Pa	"	18
" do. — Sirloin Cotom — Ngau Lau	"	20
" Sausages, — Ngau Chong	"	10
Bullock's Brains, — Know	per set	45
" Tongue fresh, — Ngau Li	each	55
" " corned, — Ham Ngau Li	"	60
" Head, — Ngau Tan	"	12
" Heart, — Ngau Sum	"	15
" Hump, Salt, — Ngau Kin	"	18
" Feet, — Ngau Kak	"	8
" Kidneys, — Ngau Yi	"	9
" Tail, — Ngau Mei	"	18
" Liver, — Ngau Kon	"	12
" Tripe (undressed), — Ngau To	"	12
Calves' Head & Feet, — Ngau-chai-tau-kark	set	6
Mutton Chop, — Yeung Pui Kwat	lb.	25
" Leg, — Yeung Pui	"	25
" Shoulder, — Yeung Shau	"	22
Pigs Chittlings, — Chu Chong	per set	27
" Brains, — Chu Know	lb.	2
" Feet, — Chu Kark	"	12
" Fry, — Chu Chak	"	3
" Head, — Chu Tau	"	18
" Heart, — Chu Sum	each	13
" Kidneys, — Chu Yiu	pair	10
" Liver, — Chu Con	lb.	8
Pork, Chop, — Chu Pui Kwat	"	24
" Corned, — Ham Chu Yuk	"	23
" Leg, — Chu Pa	"	27
" Fat or Lard, — Chu Yau	"	24
Sheep Head and Feet, — Yeung Tau Kark	set	30
" Heart, — Yeung Sum	each	65
" Kidneys, — Yeung Yiu	"	7
" Liver, — Yeung Con	lb.	9
Sucking Pigs, To Order — Chu Cha	"	25
Suet, Beef, — Sang Ngau Yau	"	22
" Mutton, — Sang Yeung Yau	"	18
Veal, — Ngau Chai Yuk	"	26
" Sausages, — Ngau Chai Chong	"	18

POULTRY.

Chicken, — Kai Chai	lb.	30
Capons, Large, Small, — Sin Kai	"	28
Ducks, — Ape	"	24
Doves, — Pan Kan	each	18
Eggs, Hen, — Kai Tan	per doz	20
Fowls, Canton, — Kai	lb.	32
" Hainan, — Hoi Nam Kai	"	28
Geese, — Ngai	"	27
Geese, Wild, — Shing-ho Yea Ngai	"	27
Musk Deer, — Wong Keng	each	65
Hare, Shanghai, — Yu Chai	"	70
Partridge, — Ohe Khoo	pair	1.45
Pheasant, — Shan Kai	each	32
Pigeons, Canton, — Pak Kup	"	24
" Hoihow, — Hoi How Pak Kup	"	15
Quail, — Um Chun	"	20
Rice Birds, — Wo Fa Chai	dozen	70
Snipe, — Sa Choy	each	24
Turkeys, Cook, — Phor Kai Kung	lb.	60
" Hen, — Na	"	45
Wild Ducks, — Shai — Shang-hoi-Sui Ap	"	1.20
Teal, — Sui Ap Chai	"	55
Wild Ducks Canton, — Sang-Shing Sui Ap	"	95

FISH.

Barbel, — Ka Yu	lb.	8
Bream, — Bin Yu	"	17
Canton Fresh Water Fish, — Hoi Sin Yu	"	17
Carp, — Li Yu	"	22
Catfish, — Chik Yu	"	20
Codfish, — Mun Yu	"	18
Crabs, — Hai	"	24
Cuttle Fish, — Muk Yu	"	16
Dab, — Sa Mang Yu	"	12
Dace, — Wong Mei Lun	"	18
Dog Fish, — Tit Yu	"	8
Eels, Congor, — Hoi Mann	"	16
" Fresh water, — Tam Sin Yu	"	17
Eels, Yellow, — Wong Sin	"	24
Frog, — Tien Kai	"	32
Garoupe, — Sek Pan	"	60
Gudgeon, — Pak Kup Yu	"	12
Herrings, — Tai Pak	"	18
Halibut, — Oheung Kwan Kup	"	28
Labrus, — Wong Ka Yu	"	18
Leach, — Wu Yu	"	28
Lobsters, — Lung Ha	"	30
Mackerel, — Chi Yu	"	20
Monk Fish, — Mong Yu	"	32
Mullet, — Chai Yu	"	20
Oysters, — Sang Hoo	"	22
Parrotfish, — Kai Kung Yu	"	18
Perch, — Tau Loo	"	17
Pili, — Fa Paw Foong	"	8
Plaice, — Pan Yu	"	20
Pomfret, Black, — Hak Chong	"	24
Pomfret, White, — Pak Chong	"	28
Prawns, — Ming Ha	"	48
Ray, — Pai Pa	"	10
Rock Fish, — Sak Ka Kung	"	9
Sardine, — Chai Yu	"	10

肉食

Salmon, — Ma Van Y	lb.	32
Shark, — Sa Yu	"	10
Skate, — Po Yu	"	28
Shrimps, — Lia	"	22
Snapper, — Lap Yu	"	16
Soles, — Tat Sa Yu	"	20
Tench, — Wan Yu	"	18
Turbot, — Cho How Yu	"	20
Turtles, small, fresh water, — Kork Yu	"	60
White Bait, — Ngau Yu Chai	"	—

FRUITS.

Almonds, — Hung Yau	lb.	30
Apples (California), — Kam San Ping Kho	"	20
" (Chefoo), — Tin Chun Ping Kho	"	—
" Small, — Hoi Tong	each	—
" Custard, — Fan Lai Chai	"	—
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb.	3
" (brides), Macao, — San Heung Chiu	"	—
Chestnuts, Chinese, — Foong Lut	"	12
Carambola, — Yeung Tue	"	15
Cocconuts, — Yeh Tse	each	10
Lemons, China, — Ning Moong	lb.	8
" America, — Kum San Ning Moong	"	—
Lichees Dried, — Lai Chi, small Stone	"	30
" Fresh	"	—
Limes, (Saigon), — Sai Kung Ning Moong	each	—
Mango, Manila, — Lai Sung Moong	"	—
Mangosteens, — San Chuk Tse	doz	—
Oranges, (Canton), — San-shing Tim Ching	lb.	6
" Sweet	"	8
Pears, (American), — Kam San Shoot Lay	"	15
" (Canton), Cooking, — Sa Lay	"	12
Peas, — Fa Sang	"	8
Perseimons Large, — Hung Chio	"	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each	—
" 2nd, — Chung-tung Paw Law	"	—
Plantain, — Tai Chau	lb.	3
Plums, — Swatow, Hung Lai	"	—
Pumelo, Siam, — Chiu Lo Yau	each	15
" Shanghai, — Lo Kwai	"	—
Walnuts, — Hop Tuo	lb.	15
" Green, — Sang Hop Tuo	"	—
Water Melon, (Am.) — Kam San Sai Kwa	each	—
" (China) — Kai Kwa	"	—
Grapes, — Sang Po Tai Tse	lb.	20

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chai	lb.	10
Beans, (French), Macao, — Oh Moou Pip Tan	"	15
" (French) Shanghai, — Sheung Hoi Pin	"	—
" Tan	"	15
" Sprout, — Ah Chai	"	5
" Long, — Tai Ko	"	8
Beet Root, — Hung Chai Tan	each	6
Birinjala, Green, — Ching Yuen	"	6
" Red, — Hung Ker	"	8
Cabbage, Chinese, com, — Kai Choy	"	12
Cabbage Red, — Hung Yea Choy	"	—
Cabbage, Shanghai, — Yeh Chai	"	15
Cane Shoots, bunch, — Kai Shun	lb.	10
Caruliflower, Large size, — Tai Yeh Chai	each	—
" Medium size, — Cheung Yeh Chai	"	—
" Small size, — Sai Yen Chai	"	—
Carrots, — Kam Shum	lb.	8
Celery, Chinese, — Tong Kan Chai	"	8
" English, — Yeung Kan Chai	"	—
Chillies Dried, — Gon Lai Chin	"	25
" Red, — Hung Far Chiu	"	15
" Green, — Ching Lai Chiu	"	12
Curry Stuff, English, — Kar Lee Chiu Liu	"	10
Cucumbers, — Ching Kwa	"	8
Bitter Squash, — Fa Kwa	"	10
Garlic, — Que Tan	"	8
Ginger, young, — Sun Tse Keung	"	10
" old, — Lo Keung	"	10
Horse Radish, Shanghai, — Lik Kan	"	15
Indian Corn, — Suk Mai	each	—
Leaffone, — Yeung Sang Chai	"	1
Water Chestnuts, — Ma Tai	lb.	6
" Mandarin, — Kwai Lum Ma Tai	"	8
Mushrooms, Fresh, — Sang Chai Koo	"	35
Mush Melon, Amer. — Kam-san Hong Kwa	each	—
Okroos, —	lb.	12
Onions Bombay, — Yeung Chong Tau	"	8
" Green, — Sang Chong	"	6
" Shanghai, — Shang-hoi Chong Tau	"	6
Papaya, 1st qual., — Tai Man San Kua	each	—
" 2nd, — Chung	"	—
Parsley, — Kun Chai	"	—
Green Peas, — Ching Tau	lb.	—
Potatoes, Sweet, — Fan Shu	"	3
" Shanghai, — Shang-hoi Shu Tse	"	3
" Japan, — Yut Poon Shu Tse	"	3
" American, — Fa Ki Shu Tse	"	10
" Foochow, — Foo-chow Shu Tse	"	—
Pumpkin, — Tong Kwa	"	3
Radish, — Hung Lo Pak Tse	"	5
Rhubarb (Fresh), — Tai Wong	"	6
Sage, — Tse So	"	—
Shallots, — Gon Chong Tau	"	8
Spinach, — Yin Chai	"	5
Tomatoes, — Fan Ker	"	6
Taro, — Wu Tau	"	6
" Punt, (Long), — Lo Pak	"	4
" English, — Yeung Lo Pak	"	—
Vegetable Marrow, — Chit Kwa	"	4
" (American), — Kam-san Chit Kwa	"	—
Water Cress, — Sai Yeung Chai	"	15
Lily root, — Lin Ngau	"	6
Yams, — Tai Shu	"	6

海味

海鮮

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN ROWLANDS
Secretary, Sanitary Board.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

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 SHANGHAI Loongsang Sun. 7th Dec. at 2 p.m.
 SHANGHAI Esang Tues. 9th Dec. at 2 p.m.
 MANILA Yuensang Sat. 13th Dec. at 2 p.m.
 SHANGHAI Kobo & Moji Namsang Tues. 16th Dec. at 2 p.m.
 SHANGHAI Pong & Canto Laisang Thurs. 18th Dec. at noon.
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 VICTORIA VVER STEL Merionethshire 23rd Dec.
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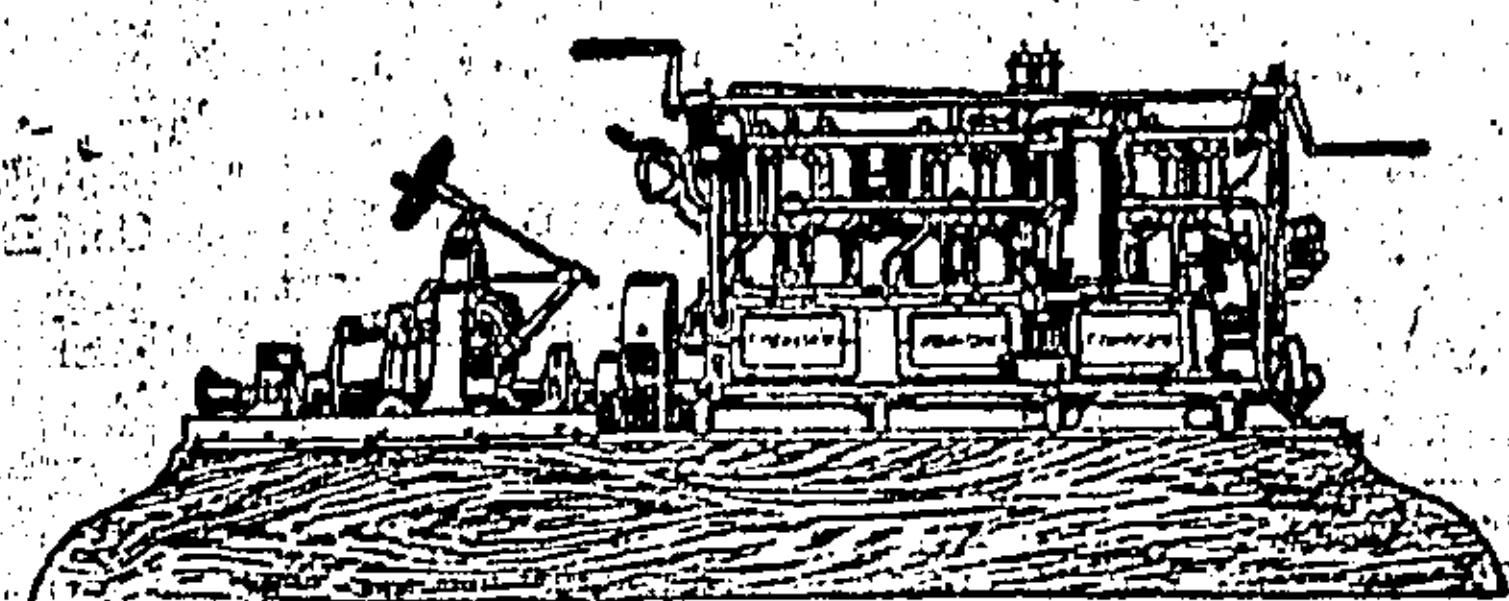
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Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
Copenhagen, Gothenburg and Baltic Ports	Ceylon	A. N. Co.	15, Jan.
Maravillas, London & Antwerp via Singapore & C.	Mishima M.	N. Y. K.	3, Dec.
London, via Usual Ports of Call	Assaye	P. & O.	6, Dec.
Marseilles, Bremen & Hamburg & C.	Westphalia	H.A.L.	6, Dec.
Rotterdam, Hamburg & Antwerp & C.	Brasilia	H.A.L.	15, Dec.
Trieste, via Singapore, Penang, Colombo, etc.	Africa	S.W. Co.	15, Dec.
London & Antwerp via S'ore & C.	Sunda	P. & O.	10, Dec.
Havre, Emden & Hamburg & C.	Istria	H. A. L.	20, Dec.
N'les, G'oa, A'rs, G'tar, S'ton	Yorok	M. & Co.	10, Dec.
Glasgow, London & Antwerp	Glenloch	S. T. Co.	7, Dec.
T'te, Fiume, V'ce, via S'pore etc.	E. F. Fried.	S.W. Co.	31, Dec.

NEW YORK SAN FRANCISCO AND CANADA

San F'co via S'hai & Japan & C.	Korea	P. M. Co.	9, Dec.
V'toria, B.C. & T'ma via S'hai & C.	Panama M.	O. S. K.	10, Dec.
Boston and New York	Muncaster C.	D. & Co.	5, Dec.
Vancouver, via S'hai, Japan etc.	E. of Asia	O. P. R.	4, Dec.
Vancouver via S'hai, Japan etc.	Monteagle	O. P. R.	15, Jan.
San F'co via S'hai & Japan & C.	Siberia	P. M. Co.	16, Dec.
V'toria, B.C. T'ma via Japan & C.	Siberia M.	O. S. K.	25, Dec.
San F'co via S'hai & Japan & C.	Shinyo M.	T. K. K.	4, Dec.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	11, Dec.
Australian Ports via Manila	Kumano M.	N. Y. K.	17, Dec.
Australian Ports via Manila	Coblentz	M. & Co.	27, Dec.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Futats	J.M. Co.	Q. desp.
Japan	Tijitroom	J.O.J.L.	Q. desp.
Batavia, Cheribon, Samarang & C.	Tijitroom	J.O.J.L.	Q. desp.
Mexican, Peruvian and Chile	Amoy M.	T. K. K.	3, Dec.
Ports via Japan	T'itini	J.O.J.L.	Q. desp.
Shanghai	Coblentz	M. & Co.	10, Dec.
Kobe	Coblentz	M. & Co.	10, Dec.
Shanghai, Yhama, Kobe & Moji	Geylon	A. N. Co.	14, Dec.
Manila, Mangarin, Iloilo & Cebu	Rubi	S. T. Co.	3, Dec.
Batavia, Cheribon, Samarang & C.	Tijitroom	J.O.J.L.	Q. desp.
Singapore, Penang and Calcutta	Kumsang	J. M. Co.	3, Dec.
Kobe & Yokohama	Hitchi M.	N. Y. K.	4, Dec.
Nagasaki, Kobe & Yokohama	Tango M.	N. Y. K.	17, Dec.
Shanghai	Luchow	B. & S.	4, Dec.
Manila	Loongsang	J. M. Co.	6, Dec.
Batavia, Cheribon, Samarang & C.	Tijitroom	J.O.J.L.	Q. desp.
Shanghai	Delta	P. & O.	4, Dec.
Shanghai	Tijitroom	J.O.J.L.	Q. desp.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	5, Dec.
Foochow via Swatow & Amoy	Kaijo Maru	O.S.K.	3, Dec.
Bombay via Singapore Port	Luzon Maru	O. S. K.	6, Dec.
S'ham Penang & Colombo	Dunera	D. L. Co.	4, Dec.
Yokohama, Kobe & Moji	Emden	H. A. L.	5, Dec.
Shanghai, Kobe & Yokohama	Nameang	J. M. Co.	16, Dec.
Shanghai, Kobe & Moji	Haitan	D. L. Co.	5, Dec.
Swatow, Amoy & Foochow	Zafro	S. T. Co.	13, Dec.
Manila Mangarin, Iloilo & Cebu	Cheongshing	J. M. Co.	2, Dec.
Tientsin	Paoting	B. & S.	6, Dec.
Shanghai & Tsingtau	Esang	J. M. Co.	7, Dec.
Shanghai	Wingsang	J. M. Co.	9, Dec.
Shanghai, Kobe & Yokohama	Tues M.	N. Y. K.	9, Dec.
S'hai, Tsingtau, Kobe & Yhama	Buelow	M. & Co.	11, Dec.
Anping and Takao via Swatow	Soshu Maru	O. S. K.	10, Dec.
and Amoy	Hatching	D. L. Co.	9, Dec.
Swatow, Amoy & Foochow	Yatsang	J. M. Co.	20, Dec.
Yokohama, Kobe, and Moji	China	B. & S.	1, Jan.
Yhama and Kobe via Shanghai	Paoting	B. & S.	6, Dec.
Shanghai & Tsingtau	Borneo	P. & O.	14, Dec.
Shanghai, Moji, Kobe & Yhama	Koerber	S. W.	2, Jan.
Swatow	Haitan	D. L. Co.	3, Dec.
Bombay via Singapore, Colombo	Kamakura M.	N. Y. K.	8, Dec.

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Vancouver	Hue
Yokohama	Empress of Asia
Shanghai	Dunera
	Luchow

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Sourabaya	Chungang
Shanghai	Liangchow

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF JAPAN left Vancouver on the 19th November.

The C.P.R. s.s. EMPRESS OF INDIA left Yokohama on the 29th November, between 2 1/2 & 4 p.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. COBLENZ left Sydney on the 15th ult., at 2 p.m.; and may be expected here on or about the 8th December.

The E. and A. s.s. EASTERN left Sydney for this Port (via Queensland Ports, Port Darwin, and Manila) on the 19th ult., and may be expected to arrive here on or about 13th December.

The N. Y. K. s.s. TANGO MARU (American Line) left Sydney for this port via ports on the 26th ult., and is expected here on the 15th Dec., a.m.

The E. and A. s.s. EASTERN from Sydney etc. left Port Darwin (via Manila) for this port on 1st instant, and may be expected to arrive here on or about 15th instant.

ENGLISH MAIL.

The P. & O. s.s. DELTA left Singapore for this Port on the 30th ult., at 8 a.m. with the outward English Mail, and is due here on the 5th inst., at about 7 a.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. SADO MARU (European Line) left Seattle for this port via ports on the 4th November, and is expected here on the 7th December.

The N. Y. K. s.s. MIYAZAKI MARU (European Line) left London for this port via ports on the 8th ult., and is expected here on the 17th December.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Seattle for this port via ports on the 18th ult., and is expected here on the 31st December.

The N. Y. K. s.s. TOSA MARU (Calcutta Line) left Calcutta for this port via ports on the 18th ult., and is expected here on the 7th December.

The N. Y. K. s.s. KITANO MARU (European Line) left Seattle for this port via ports on the 22nd ult., and is expected here on the 31st December.

The N. Y. K. s.s. KAWACHI MARU (European Line) left Seattle for this port via ports on the 28th ult., and is expected here on the 5th December.

The N. Y. K. s.s. HITACHI MARU (European Line) left Singapore for this port on the 30th ult., and is expected here on the 5th December.

The Swedish East Asiatic Co.'s s.s. CEYLON left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The Ben Line s.s. BENLEI from Leith, Middlebro', and London, left Singapore, for this Port, on 30th ult., and may be expected to arrive here on or about 5th inst.

The American and Manchurian Line s.s. KANTAR left New York on the 25th October and is due here on or about 15th December.
 The I. G. M. s.s. OHUNANG from Sourabaya is due at Hongkong on the 4th December.
 The I. G. M. s.s. WINGSANG from Shanghai is due at Hongkong on the 5th December.
 The I. G. M. s.s. HOPSANG from Chinwantao, is due at Hongkong on the 5th December.
 The I. G. M. s.s. NAMSANG from Calcutta is due at Hongkong on the 14th December.
 The S. L. s.s. MERIONETHSHIRE from London is due at Hongkong on the 18th December.
 The S. L. s.s. MONMOUTHSHIRE passed the canal 26th November and is due at Hongkong on the 27th Dec.
 The S. L. s.s. MONADDOCK from Seattle is due at Hongkong on the 11th December.
 The S. L. s.s. DEN OF GLAMIS from Seattle is due at Hongkong on the 28th December.
 The S. L. s.s. SCOWEIG from Seattle is due at Hongkong on the 3rd Jan.
 The Ben Line s.s. BENOLEUCH from Leith, Middlebro', and London left Singapore for this port on 28th ult., and may be expected to arrive here on or about 5th December.
 The H. A. L. s.s. WESTPHALIA left Tsingtau on the 30th ult., p.m., and may be expected here on or about the 5th instant, a.m.

Sailon, Nor. s.s. 885, D. Nontunder, 28th November—Bangkok 15th Nov. Rize—Y.T.N.
 Glenstar, Br. s.s. 3054, J. McCallum, 29th November—London 12nd Gen.—S. T. and Co.
 Kaitong, Br. s.s. 998, Mathias, 29th Nov.—Haiphong 28th Nov. Gen.—B. and S.
 Simla, Br. s.s. 3877, G. Phillips, 29th November—London 16th Oct. Gen.—P. and O.
 Vestfold, Nor. s.s. 1113, Perlesen, 29th November—Chingental 23rd November—Oat.—D. and Co.
 Bombay, Jadan s.s. 6424, M. Tawara, 29th November—Kobe 30th Nov. Gen.—Order
 Petchaburi, Ger. s.s. 1074, Gornisch, 29th November—Hongkong 27th Nov. Gen.—B. and S.
 Michael Jahan, Ger. s.s. 951, T. Tugoban, 30th November—Bangkok 28th November—Rize—Chinese
 Paungang, Ger. s.s. 995, W. Boildor 30th November, Rize & Taskwood—Order
 Dollar, Br. s.s. 2674, J. J. Gear, 30th Nov.—Manila 28th November, Gen.—R.D. and Co.
 Fooshing, Br. s.s. 1423, J. M. Hay, 30th November—Bombay 21st Nov. Gen.—J. M. and Co.
 Taiho Maru, Jap. s.s. 1393, G. Shimidzu, 30th November—Newchang 23rd Gen.—M.B.K.
 Taizan Maru, Jap. s.s. 2933, Tugato, 30th November—Dairen 24th Oct.—M.B.K.
 Hue, Fr. s.s. 719, Corneilissen, 30th Nov.—Haiphong 30th November Gen.—A.R. Marly.
 Panama Maru, Jap. s.s. 3739, J. Kanac, 30th November—Tacoma 27th November Gen.—O.R.K.
 Kyodo Maru, Jap. s.s. Morisaki, 1st Dec. Newchang 25th November Gen.—M.B.K.
 Kaito, Br. s.s. 2350, Brelle, 1st Dec.—New York 13th November Cass Oil—S. O. and Co.
 Wongsol, German s.s. 1115, W. Oltmanns, 2nd December—Saigon 26th Dec. Rize—M. & Co.
 Rangoon Maru Japanese s.s. 3181, J. Wate, 2nd December—Singapore 25th December, Gen.—N. Y. K.
 Seang Deo, British s.s. 3734, J. Travis, 1st December—Rangoon via Straits 26th November, General—S. L.
 Sumbla, Ger. s.s. 4765, W. Hesselmann, 1st December—Shanghai 23rd November Gen.—H. A. L.
 Plenturo, British s.s. 3026, R. Welster, 1st December—Shanghai 23rd Dec. General—S. T. & Co.
 Borneo, Ger. s.s. 1341, Joh. Koerber, 24th November—Singapore 17th November, Timber—Melchers & Co.
 Cheongshing, Br. s.s. 1256, V. MoO, Liddell, 26th November—Weihaiwei 21st November, Gen.—Jaschke, Matheson & Co.
 Chiyue, Chinese s.s. 1477, W. S. Ross, 29th November—Seangshai 25th November, Gen.—O. M. S. N. Co.
 Dunera, Br. s.s. 3405, E. G. M. Dickinson, 28th November—Calcutta 13th November, Gen.—David Sassoon & Co.
 Elger, Norwegian s.s. 875, E. Fjogalen, 28th November—Daly 22nd November, Beans and Gen.—Chinese.
 Fooshing, Br. s.s. 1423, J. M. Hay, 30th November—Bangkok 20th Nov. Rize—Vardine, Matheson & Co.

THOS. COOK & SON,

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Regular sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO,

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Taking Cargo at Through rates to all European, North American and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Silesia	18th Dec.	Spezia	28th Jan.
Preussen	30th Dec.	Scandia	9th Feb.
O.J.D. Ahlers	9th Jan.	Hoerde	24th Feb.
Belgravia	13th Jan.	Bayern	22d Mar.

HOMEWARD.

For Marseilles, Havre & Hamburg	For Marseilles, R'dam & Hamburg
Uckermark	Furst Bulow
For Marseilles, Bremen & Hamburg	For Havre, Bremen & Hamburg
Westphalia	Altmark
For R'dam Hamburg & Antwerp	For Marseilles & Hamburg
Brasilia	C. Ferd. Laeisz
For Havre, Emden & Hamburg	For R'dam & Hamburg
Istria	Goldentels

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STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS.

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER SHARE &
GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction on

TO-MORROW,
the 4th December, 1913, commencing at 2.30 p.m. at his Sales Rooms, Duddell St. (removed for convenience of sale) A Fine Lot of Blackwood ware, including:

CURIO CABINETS; OVER-MANTEL TABLES; COUCHES, CHAIRS, STOOLS, etc., etc.

A Quantity of Valuable Household furniture of every description also

10 TENNIS RACQUETS and PRESSES (new)
3 BICYCLES (new)
3 ROLLS LINOLEUM.

On view from WEDNESDAY the 3rd DECEMBER.

Catalogues will be issued Terms:—As Usual.

GEO. P. LAMMERT,
Auctioneer.

A very fine collection of China and Curios just arrived from the North.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY,
the 9th December 1913, commencing at 2.30 p.m. at his Sales Rooms, Duddell Street.

A Very Fine Collection of Antique Porcelain from Ta Ming, Kanghe, Yunching, Kienlung, Towkong and Later Dynasties.

Comprising:—

5-COLOURED and BLUE and WHITE VASES, PLATES, BOWLS and FIGURES, FOWDERED BLUE VASES and PLATES, OLD PEKIN ENAMELLED WINE CUPS & PLATES, JADE, CRYSTAL & AGATE SNUFF BOTTLES & ORNAMENTS etc., etc.

On view from MONDAY the 8th December.

Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KAFUE,"

Captain R. Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Monday, 8th inst., at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & Co.
General Agents,
Hongkong, 1st Dec., 1913. [1053]

TO SAIL

Regular Steamship Service.

Proposed Sailing from Hongkong For BOSTON and NEW YORK.

s.s. "Muncaster" on or about 8th Dec.

For Freight and further information apply to

DODWELL & CO., LTD.
Agents,
Hongkong, 21st Oct., 1913. [1077]

Don't forget after the Show Supper, and Light Refreshments

ALEXANDRA CAFE.
Open Till Midnight.

Consignees

From PORTLAND, Or. and PUGET SOUND Ports.

THE H.A.L. Steamship
"UCKERMARK"

Captain Rohde, having arrived, consignees are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.

Cargo remaining undelivered on Tuesday the 2nd prox. at Noon will be landed at Consignees risk and expense and delivery must then be taken from the Hongkong & Kowloon Wharf & Godown Co.'s Godowns.

Cargo remaining undelivered on 8th prox. at Noon, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo must be left on board or in the Godown; the examination of same, to be held on Monday, 8th prox. at 10 a.m.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the H.A.L.

All claims must be filed on or before the 15th Dec. otherwise they will not be recognized.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 27th Nov., 1913. [1049]

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"DEN OF OROMBIE,"

From PORTLAND, SEATTLE, VANCOUVER & JAPAN.

The above steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo will be landed and delivery must be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognized after the goods have left the steamer or Godowns and all goods remaining undelivered on 3rd Dec. at 2 p.m. will be subject to rent.

All chafed and otherwise damaged cargo must be left in Godown and examination of same will be held on 3rd Dec. at 2 p.m.

All Claims must be presented on or before 6th December otherwise they will not be recognized.

JARDINE, MATTHEWSON AND CO., LTD.,
Agents,
Hongkong, 26th Nov., 1913. [1046]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

s.s. "KOREA"

From SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignees risk and expense.

Cargo remaining on board TUESDAY December 2nd, 1913 at noon will be landed at consignees risk and expense.

Cargo remaining undelivered SATURDAY, Dec. 6th, 1913, at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above company's godown FRIDAY, Dec. 5th, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery on consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Dec. 25th, 1913, otherwise they will not be recognized.

R. C. MORISON,
Agent,
Hongkong, 29th Nov., 1913. [1051]

Consignees

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th of Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of Dec., at 9.30 a.m.

All claims must reach us before the 11th of Dec., 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & Co.,
General Agents,
Hongkong, 27th Nov., 1913. [1048]

From EUROPE.

THE H. A. L. Steamship

"SITHONIA,"

Captain H. Eekhorn, having arrived, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd prox., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex s.s. "Kong Ring" from Christiania
"Halmstad" from Halmstad

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 26th Nov., 1913. [1045]

TOYO KISEN KAISHA.

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND MANILA

THE Steamship

"SHINYO MARU,"

The above named steamer having arrived, Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Company's Godowns at West Point, whence delivery may be obtained.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the goods have left the godown and all goods remaining undelivered on Dec. 6th, 1913, will be subject to storage charges.

All chafed and otherwise damaged Cargo to be left in the godown and examination of same to be held on Dec. 6th, 1913, at 10 a.m.

All Claims must be filed on or before Dec. 15th, 1913, otherwise they will not be recognized.

S. MORIMOTO,
Agent,
Hongkong, 26th Nov., 1913. [1052]

Entertainments

THEATRE ROYAL

SATURDAY, DECEMBER 6th.

ONE NIGHT ONLY.

Mr. F. E. Hall presents

Captain Leopold McLaglen

(undefeated Jiu-jitsu, Champion of the World)
in an amazing exhibition of Jiu-jitsu, the art of scientific defence.

Miss Annie Abbott

(The Little Georgia Magnet).

The possessor of an inexplicable force which resists the strength of men or horses.

Miss Abbott lifts ten men; ten men cannot lift her; she weighs 115 lbs.

PRICES \$3, \$2 & \$1.

BOOKING AT MOUTRIES.

VICTORIA THEATRE.

A COMPLETE CHANGE OF PROGRAMME

HEADED BY THE MAGNIFICENT DRAMA

"A CONSPIRACY AGAINST MURAT" IN 2 PARTS

On Wednesday, 3rd December.

DEBUT OF

The World's Trio
Martinetti—Crossi—and Moret

In Comedy, Novelty and Singing Surprises.
Something New and Unusual.

COMING! COMING!

"QUO VADIS" (8000 FEET)

BIJOU SCENIC THEATRE.

A HARD CASE
GETTING HIS OWN BACK (A GOOD COMIC)
ETC., ETC., ETC.

FOR A SHORT SEASON ONLY

Commencing Saturday, December 6.

HERR BOWMAN

American Comedy-Magician.

To Sail

Notice

s.s. "TINCANG"

DOLLAR STEAMSHIP LINE.

For SAN FRANCISCO, SAN PEDRO and all OVERLAND POINTS.

s.s. "M. S. DOLLAR"

will be despatched from Hongkong 13th December.

For rates and space apply to
The Robert Dollar Co.,
Agents,
Hotel Mansions, Hongkong, 2nd Dec., 1913. [1057]

TENDERS are invited for the purchase of the wreck of the above steamer with all her gear and appurtenances, as she lies in the Haitian Straits.
For full particulars apply to the Undersigned.

GILMAN & Co.,
Lloyd's Agents,
85, Des Voeux Road Central.

Hongkong, 2nd Dec., 1913. [1057]

Notices.

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NEW RECORDS

IMMENSE SELECTION . . .
JUST RECEIVED . . .
MUSICAL COMEDY, . . .
RACETIME.
SONGS AND BALLADS. . .
NEWEST OF EVERYTHING.

CATALOGUE NOW READY

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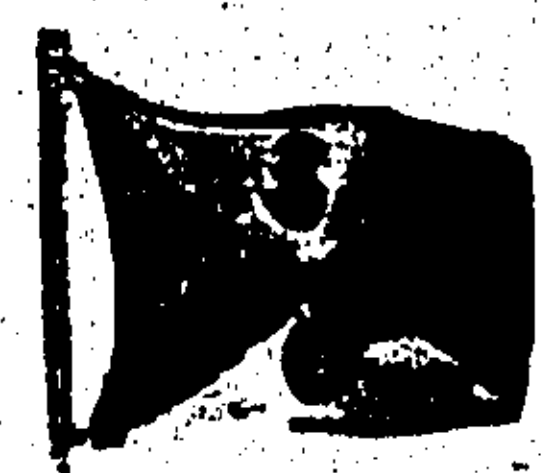
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IT IS HEREBY NOTIFIED that TICKETS ISSUED by any One of the Undermentioned Steamship Lines for Round Trip Passage between Hongkong, Shanghai and Japan Ports of call and points in Canada & the United States will be good for Passage in the Return Direction by the Steamers of Either of the Other Companies, thus Tickets Sold for Return from Vancouver will be Honoured for Return from San Francisco, and Vice Versa.

PACIFIC MAIL S.S. CO.
CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.

To Sail

HONGKONG—NEW YORK.



AMERICAN ASIATIC S.S. Co.

For New York via Ports and Suez Canal.
(with liberty to call at the Malabar Coast.)

s.s. "INDRA"

on or about 13th December, 1913.
For freight and further information, apply to

SHEWAN TOMES & Co.
General Agents,
Hongkong, 19th Nov., 1913. [1033]

KOMOR'S

ART & CURIO GALLERY
Just Received: Fashionable
SILK SCARFS
and

OPERA CLOAKS

designed by French and English Artists.
Genuine TORTOISE-SHELL
Ornaments.

POST CARDS

ARTISTIC HONGKONG VIEWS.

Inspection invited!
ALEXANDRA BUILDINGS ONLY,
DES VOEUX ROAD CENTRAL.
Hongkong, 22nd Nov., 1913. [1051]

To Sail

FOR YOKOHAMA, KOBE AND MANILA.

THE Steamship

"DUNERA"

Capt. E. G. M. Dickenson, will be despatched for the above ports, on Wednesday, the 3rd Dec., at daylight.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For further particulars, apply to

DAVID SASSOON & Co., Ltd.
Agents,
Hongkong, 1st Dec., 1913. [1053]

Owl in Church.

A fine specimen of the screech or barn owl was seen in Castle Peak Parish Church, on October 10, perched on one of the beams of the nave, just before the service began. While the officials were wondering how to get rid of it the owl alighted on the hat of a woman in the congregation, whence it was carried to the open air and set free. It is supposed that the bird descended the belfry stairs while an official was winding the church clock.

OFFICE KOWLOON.

Telephone No. 20, Hongkong.

THE DIMENSION OF DOCKS AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER RISE AT ORDINARY SPRING TIDES	SPRINGS	PIERS
KOWLOON					
No. 1 Dock, Kowloon	200'	(50' top bottom)	30'	5' 6"
No. 2 Dock, Kowloon	150'	75'	24'	5' 6"
No. 3 Dock, Kowloon	150'	60'	24'	5' 6"
Patent Slip, No. 1 Kowloon	150'	60'	24'	5' 6"
Patent Slip, No. 2 Kowloon	150'	60'	24'	5' 6"
TAI-KOK-TSUI					
Comptrol Dock	175'	85'	30'	5' 6"
ABERDEEN					
Harbour Dock	450'	50'	25'	5' 6"
Laurel Dock	150'	60'	25'	5' 6"

Please Address Enquiries to the Chief Manager.

R. M. DYER, S.Sc., M.I.N.A. Kowloon Dock, Hongkong.

JU-JITSU WRESTLING TRICKS.

By Frank Long, the Well-Known Expert.

A useful trick, known as the "stomach throw," is performed thus: Grip the lapels of your opponent's coat, raise one foot and place it in the pit of his stomach. Sit down on the other heel and roll on to your back, bringing your opponent with you. When he is right over, straighten the leg on which he is resting, and he will be thrown right over your head.

Take hold of your opponent's left sleeve with your right hand, and standing beside him, put your left hand on the ground beside your foot. Now shoot out both your legs, the right one in front at the knee, and the left one on the ground just behind his heels. In this position use your legs as you would a pair of scissors, by turning on to your back, and down your opponent will come.

The Kick Back.

Grasp your opponent's left wrist or sleeve with your right hand. Place your left hand flat on his chest and step forward with your right foot, so that you stand beside him, facing the opposite way. Raise the left leg so that it passes him, and then bring it back swiftly against the back of his left leg, at the same time pressing forward. The forward pressure at the upper part of the body and the back kick will throw him on his back.

How to Break a Fall.

It is important that the student should learn to save himself from injury when thrown. This is known as a "break fall," and is accomplished in a very simple manner, although it requires confidence and practice. First of all, when you are thrown, do not let your body go limp, but keep it sufficiently rigid to retain control. If the body is entirely relaxed the fall will cause much more pain.

The correct method is to let the arm arrive first, and you will generally find that you have one arm free. For instance, all side throws leave your opposite arm to save yourself. As you fall swing the disengaged arm backward, striking the ground as hard as possible with the flat of the hand and forearm, which should form a straight line and reach the ground together.

The harder you strike the ground the less force your body feels, and consequently, the shock of the fall is removed to your arm, which can stand considerably more than the body. Ju-Jitsu wrestlers when contesting have to endure a great many violent falls, and were it not for this method of saving themselves, would be severely injured from looks and holds.

Opening a Hand.

During the winter, parlor tricks and games are very popular, and anything new is always welcome. Here is a little trick that has caused great amusement wherever I have shown it. I do not perform the trick myself, but it can easily be done by any lady present and any gentleman. The task set the lady is to open the gentleman's hand and take some small article from it. The lady generally tries rubbing the knuckles, etc., and after she has admitted that she cannot open the hand, I tell her how to succeed.

Stand beside the gentleman and take his arm under yours, allowing his elbow to rest against your body. Place your right arm round it, if he is on your right, and your right hand on your left forearm, seeing that his hand is back uppermost. Rest your left hand on the back of his hand, and apply a little pressure. The wrist being bent, the hand must open and the article drops out.—*Tik-Bits.*

CONFERENCE IN PRESIDENT'S PALACE.

A conference was held in the President's Palace the other afternoon at which the President, the Premier, all the Cabinet Ministers and the President's Advisers were present. The following were the important questions discussed:—

(1).—The second big loan. It was decided to appoint Chow Hsueh-shi, Ex-Minister of Finance, to co-operate with Premier and Finance Minister Heung to negotiate a loan with the bankers.

(2).—The Boxer indemnity and loan repayments. It was decided to negotiate with the Corps Diplomatique with a view to secure the consent of the Powers to postpone the payment of the Boxer indemnity until the fourth year of the Republic.

(3).—The provincial finance. It was decided to issue instructions to the provinces to the effect that those provinces which have promised to give monetary remittances to support the Government, should not ask the financial support from the Government.

(4).—The provincial system. It was decided to ask the provinces and the authorities of the frontier to submit careful reports on the conditions of the respective places before the provincial system will be abolished.

(5).—The defensive measures of the provinces. It was decided to instruct the provinces to maintain vigorous measures of defence even of martial law has been repealed, and to regularly submit reports to the Government on the defensive measures.

(6).—The provincial administration. It was decided to instruct the provinces to unify administrative affairs and to submit regular reports to the Government.—*Peking Daily News.*

FOR SALE.

FOR SALE.—The Goo will of the China Express Co. Seal, a tender to Receiver, 3, Duddell Street.

SILIMPON COAL BUNKERS

can be supplied cheap rates.

SANDAKAN & SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE

POST OFFICE.

CHRISTMAS MAIL.

The Public are informed that the Christmas mail to the United Kingdom and countries beyond will be closed at this office at 10.30 a.m. to-morrow and is due reach London on the 24th Dec.

It is requested that posting may be done as early as possible.

The Delta, with the English Mail left Singapore on Sunday, 30th ult., at 8.00 a.m. and is due to arrive here on Friday the 5th inst. at 7 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 5th Dec. and for despatch overland on the 5th ult.

The Assaye, with the mails from London (via Siberia) of Saturday 13th inst. is due to arrive here on Friday the 5th inst.

MAILS ARRIVED TO-DAY.

Hainan, from Swatow American, from Fort Bayard Hainan, from Coast Ports.

Delgi Maru, from Swatow and Tamsui Wangle, from Shanghai Fookchow, from Shanghai Siberian Mail Telu, from Hainan and Hainan.

MAILS DUE.

English, Delta, 5th inst. Siberian, Assaye, 5th inst.

MAILS CLOSE TO-DAY.

Japan via Kobe—Per TAIWAN 3rd inst. 5 p.m. Hainan and Bangkok—Per MACHEW, 3rd Dec. 5 p.m.

Hongkong—Per GEORGE, 3rd inst. 5 p.m. Hainan and Pakhoi—Per KATHE, 3rd Dec. 5 p.m.

TO-MORROW.

Saloon—Per PHEUMPHEN, 4th, 8 a.m. Hainan and Bangkok—Per MICHAEL JESSEN, 4th Dec. 9 a.m.

Philippine Islands—Per VOKERMARK, 4th inst. 9 a.m. Fort Bayard, Hainan, Pakhoi and Saloon—Per RUE, 4th inst. 10 a.m.

Sandakan—Per HINSANG, 4th Dec. 10 a.m. Bangkok—Per SELUN, 4th Dec. 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe) via Dunera for Yokohama.

Shanghai and North China—Per LUOWOW, 4th inst. 3 p.m. Shanghai and North China—Per CHOY-SANG, 4th Dec. 5 p.m.

FRIDAY, 5th Dec.

Swatow, Amoy and Fookchow—Per HAITAN, 5th Dec. 10 a.m.

Pakhoi, Hainan, and Saloon—Per HANOL, 5th Dec. 11 a.m.

Shanghai and North China (Europe via Siberia)—Per BELTA, 5th inst. 4 p.m.

SATURDAY, 6th Dec.

Batavia, Cheribon, Samrang, Sourabaya and 12 a.m.—Per TITZAR-DEM, 6th Dec. 10 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail.) (Extra postage in all the pillar boxes in time for the first clearance will be included in this contract mail.)—The Parcel Mail will be closed on Friday, the 5th, at 3 p.m.—Per ASSAYE, 6th Dec. 11 a.m.

Philippine Islands—Per LOONGSANG, 6th Dec. 1 p.m.

Shanghai, North China & Tsingtau—Per PAOTING, 6th inst. 5 p.m.

Shanghai, North China—Per ESANG, 6th inst. 5 p.m.

SUNDAY, 7th Dec.

Swatow—Per HAIMUN 7th inst. 9 a.m.

MONDAY, 8th December. Shanghai and North China—Per WING SANG, 8th inst. 5 p.m.

TUESDAY, 9th December.

Philippine Islands—Per TIAN, 9th Dec. 3 p.m.

WEDNESDAY, 10th Dec. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per YORKE, 10th Dec. 10 a.m.

Shanghai and North China via Japan via Nagasaki, Victoria & Tacoma—Per PATAAMA MARU 10th inst. 11 a.m.

Japan via Yokohama—Per YATSHING, 10th Dec. 11 a.m.

THURSDAY, 11th Dec.

Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island—Per ST. ALBANS, 11th Dec. 3 p.m.

Shanghai and North China—Per ANHUI 11th Dec. 3 p.m.

FRIDAY, 12th Dec.

Swatow, Amoy, and Fookchow—Per HAIKANG, 12th Dec. 10 a.m.

SATURDAY, 13th Dec. Philippine Islands—Per YUENSANG, 13th inst. 1 p.m.

Philippine Islands—Per ZAFIRO, 13th Dec. 3 p.m.

MONDAY, 15th Dec.

Shanghai, North China, Japan via Kobe—Per NANSANG 15th Dec. 5 p.m.

SHIPPING NEWS.

ARRIVED.

Mikol Maru, Japanese s.s. 2,334, Manura, 2nd December—Wakamatsu 26th November, Coal—M. B. K. G.

Huichow, British s.s. 1,225, Hooker, 2nd December—Tientsin 26th Nov., General—B. and S.

Delgi Maru, Japanese s.s. 847, S. Takahashi, 3rd Dec. Tamsui, via O. S. S.

Segovia, German s.s. 1,161, F. Bugh, 2nd December—Shanghai 26th Nov., General—H. A. L.

Misumi Maru, Japanese s.s. 1,003, Uchikashi, 3rd Dec. Phuyon, 1st Dec., Cement Stone—S. T. & Co.

Haimun, Br. s.s. 541, J. W. Evans, 3rd Dec.—Swatow 2nd Dec.—Gen. D. L. & Co.

Haitan, British s.s. 1,183, Roach, 3rd Dec. Fookchow Amoy, Swatow 2nd Dec., General—D. L. & Co.

Chi Yuen, Chi. s.s. 1,177, W. S. Rom, 3rd inst.—Canton, 2nd inst., Gen.—C. M. S. N. Co.

DEPARTED.

December 3.

Taiyuen for Melbourne. Tamsui for Hainan. General for Antwerp. General for Hamburg. Hainan for London. Shanghai for Shanghai. Canton for Yokohama. Tientsin for Kwangchow. Eiger for Dalm.

CLEARANCES AT THE HARBOUR OFFICE.

December 2

Pingmei for Chemulpo. Kajo Maru for Fookchow. Kailong for Hainan. Dunera for Yokohama. Mujo Maru for Bangkok. Petchaburi for Canton. Erken for Hongkong. Kwong-chow-wan for Kwang-chow-wan. Utsford for Bangkok.

December 3.

Selin for Bangkok. Nippon for Trieste. Kumsang for Calcutta. Express to Asia for Vancouver. Kwang Lee for Canton. Bubi for Oebu. Norkmark for Hamburg. Haimun for Swatow. Geurgu for Hongkong. Huichow for Canton.

PASSENGERS DEPARTED.

Per s.s. Prinz Waldemar departed for Manila, etc.

Arnold Miss G. Orrellier. Arnold Miss G. Orrellier. Arnold Miss G. Orrellier. Arnold Miss G. Orrellier. Arnold Miss G. Orrellier.

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WEATHER REPORT.

On the 3rd at 11.30.—The two depressions have merged into a single depression which is now central over N. Japan. A moderate anticyclone covers China.

Pressure has increased slightly to moderately over the western portion of the map.

Strong monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. N.E. winds, fresh to fine.

2 Formosa Channel. N.E. gale.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 2nd December, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Wind.

Westport 7a 29.83 14 nw 2 0

Nemuro 6a 29.97 so 6 0

Hakodate 5a 29.65 so 1 1

Tokio 4a 29.75 n 1 1

Kobe 3a 29.93 w 1 1

Nagasaki 2a 30.17 nw 4 4

Kyushu 1a 30.12 nw 4 4

Oshima 30.08 n 3 3

Naha 30.13 nw 3 3

Ishijima 30.15 nw 3 3

Bonin Is. 29.93 w 3 3

Chiao 30.36 29 100 nw 7 0

Whitewai 30.36 29 100 nw 7 0

Hankow 30.36 29 100 nw 7 0

Iohang 30.36 29 100 nw 7 0

Kiukiang 30.36 29 100 nw 7 0

Shanghai 30.42 30 n 2 0

Canton 30.31 29 ne 4 0

Amoy 30.22 29 ne 2 0

Swatow 30.23 29 76 n 1 0

Taihou 30.25 n 2 0

Taihou 30.13 n 6 0

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Mail Steamers

THE PENINSULAR AND ORIENTAL S.N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON & ANTWERP via Singapore, Penang, Ceylon, Port Said, & Marseilles	Sunda Capt. O. E. Irving R.N.R.	about 10th Dec.	Freight & Passage
LONDON, via Universal Ports of Call	Assaye Capt. G. J. Coldwell	noon 8th Dec.	Freight & Passage
SHANGHAI, BORNEO, MOJI, KOBE, AND YOKOHAMA	Borneo Capt. P. S. Ram R.N.R.	about 14th Dec.	Freight & Passage
SHANGHAI	Delta Capt. W. R. Le Mare R.N.R.	about 6th Dec.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to

P. & O. S. N. Co.'s office, Hongkong, 2nd Dec. 1913.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail on
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ABERDEEN, & HAMBURG	Yorck Capt. F. Loeser	WEDNES, 10th Dec. 10 a.m.
SHANGHAI, TSINGTAI, KOBE AND YOKOHAMA	Bulow Capt. O. Nahrath	THURS, 11th Dec.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	Coblentz Capt. L. Klugkist	SATUR, 27th Dec. 9 a.m.
KOBE	Coblentz Capt. L. Klugkist	TUESDAY, 9th Dec.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to